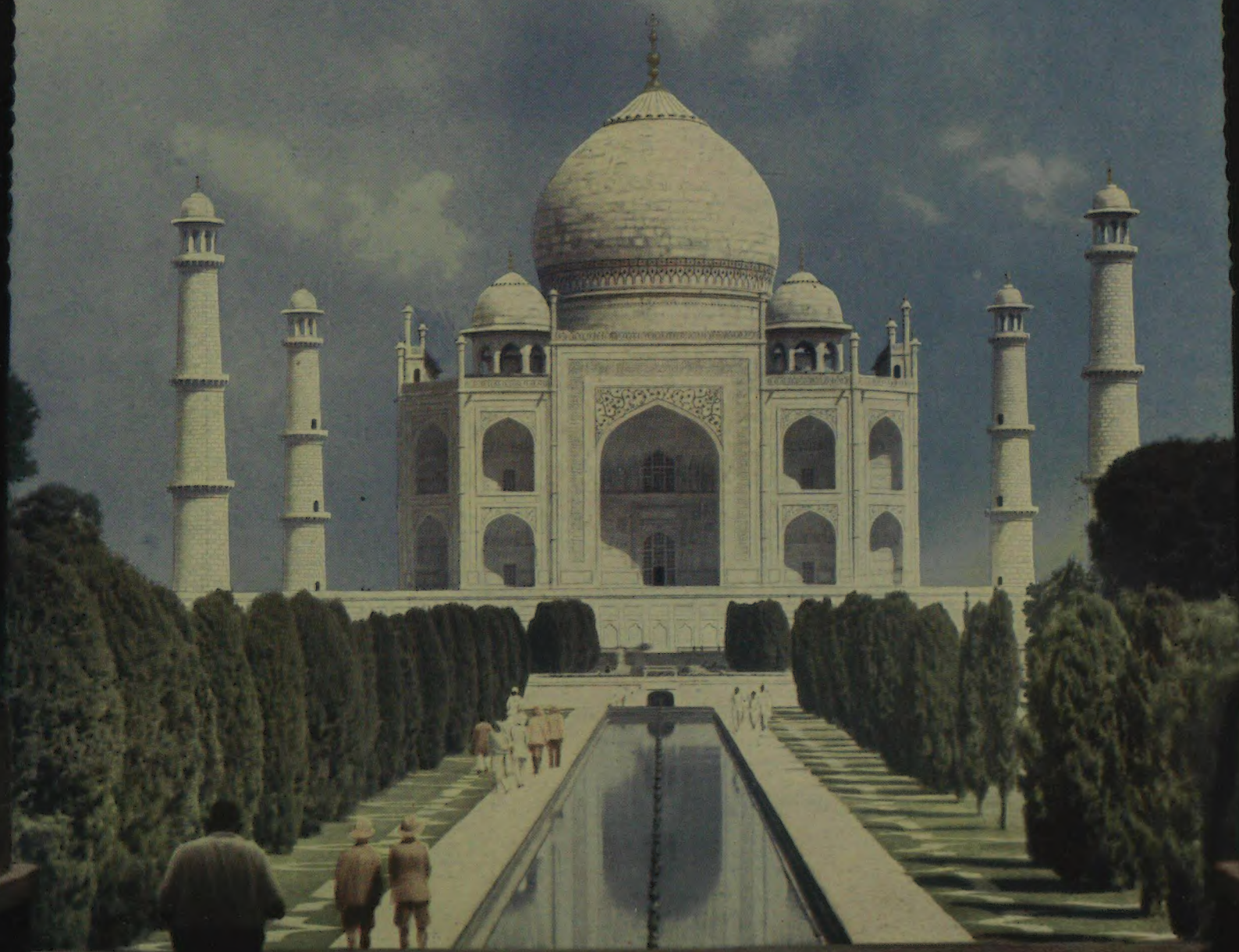


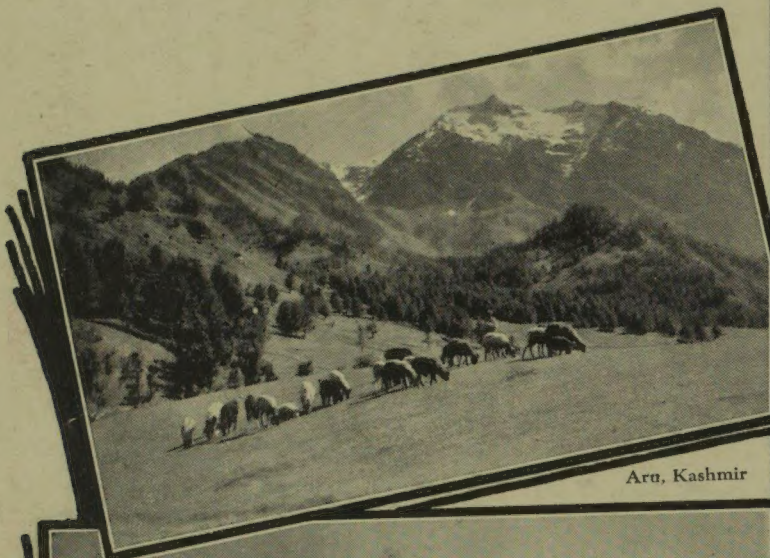
THE ILLUSTRATED LONDON NEWS

INDIAN

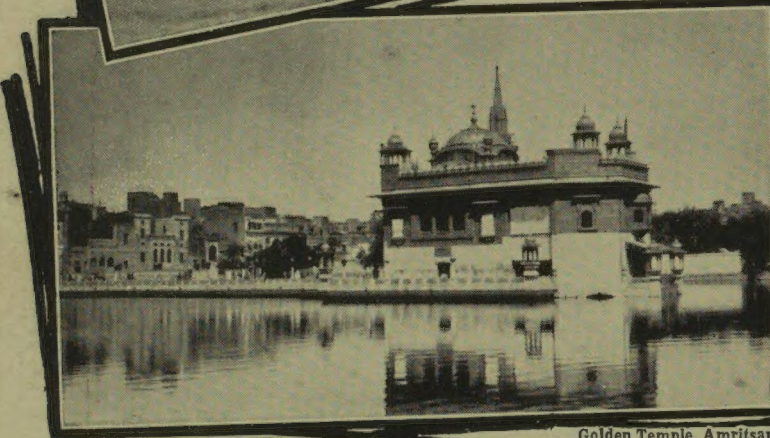
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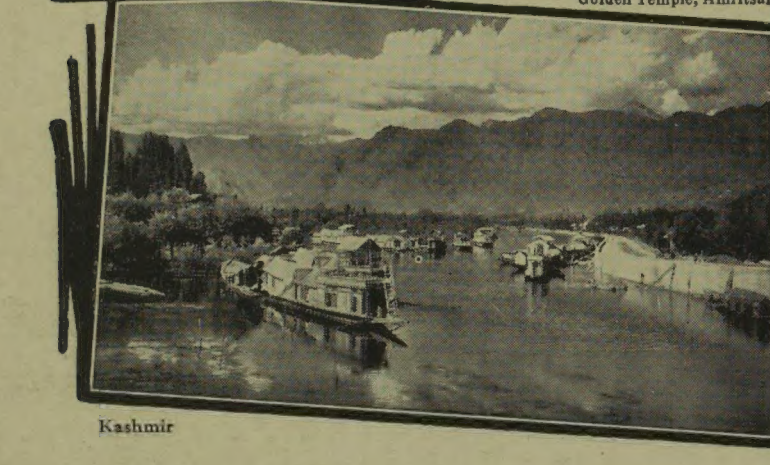
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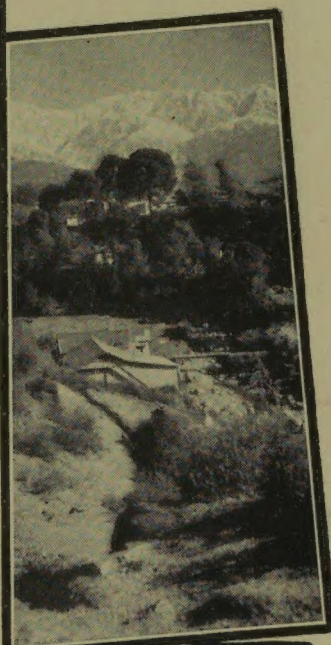
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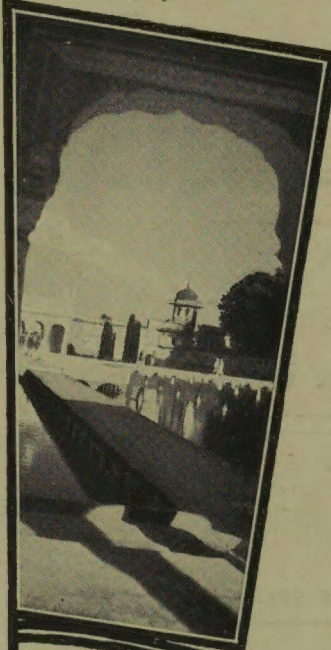
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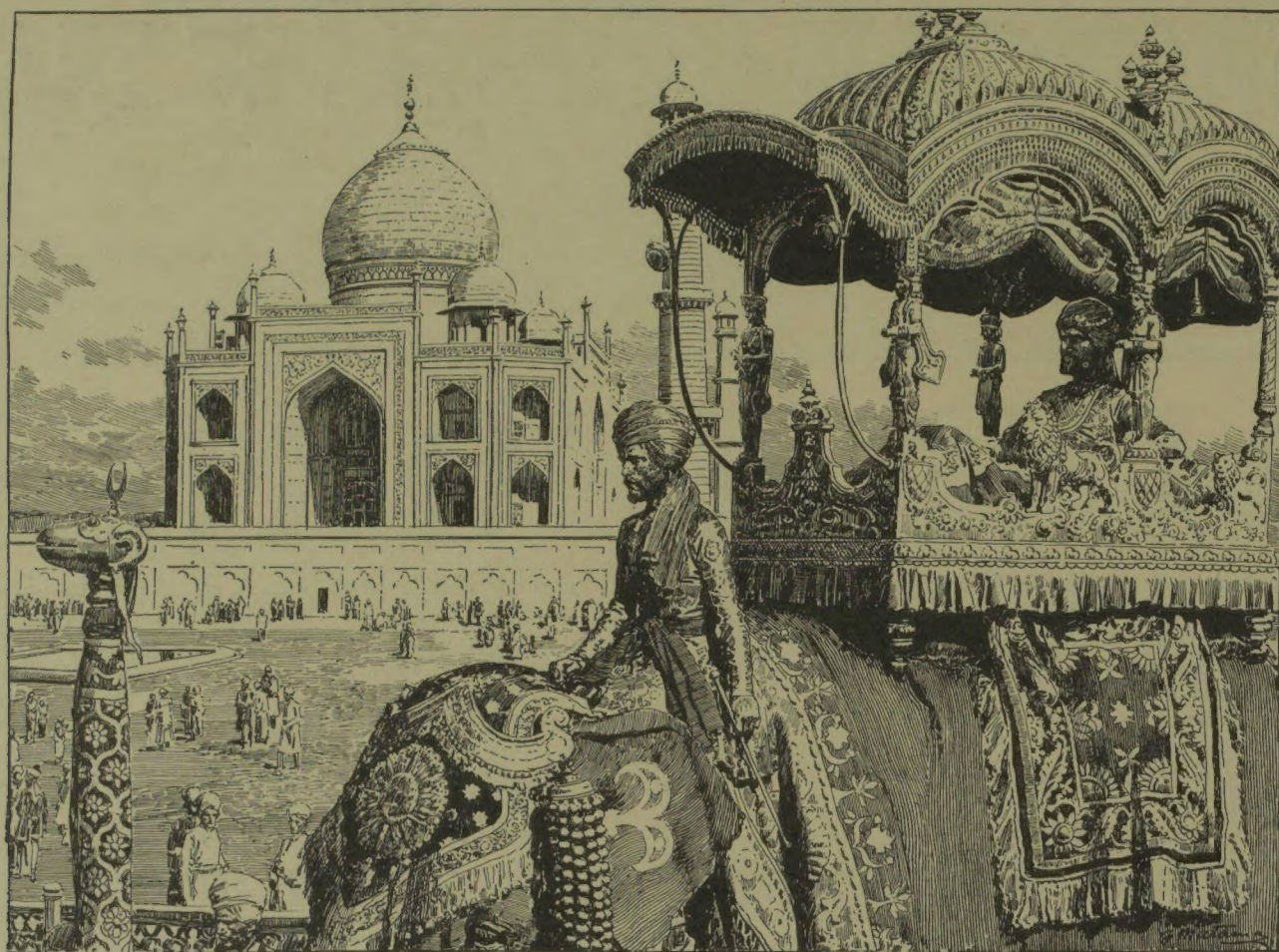
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SATURDAY, NOVEMBER 16, 1935.



THE SEVENTEENTH ANNIVERSARY OF ARMISTICE DAY: THE DUKE OF YORK, REPRESENTING THE KING, PLACING HIS MAJESTY'S WREATH OF POPPIES ON THE CENOTAPH, IN WHITEHALL, BEFORE THE TWO MINUTES' SILENCE.

Once again Armistice Day was observed in London and throughout Great Britain and the Empire on November 11. Once again, during the Silence, the thoughts of the living were of the gallant dead, of those who made the supreme sacrifice for their country and for the cause of World Peace. The weather being unsettled, the King did not attend the Cenotaph Service in Whitehall; and his place there was taken by the Duke of York, who can be seen in this photograph putting his

Majesty's wreath on the Cenotaph. The Prince of Wales attended the Armistice ceremony in Edinburgh. The Duke of Kent and Prince Arthur of Connaught accompanied the Duke of York, and the Queen, the Duchess of York, and other members of the Royal Family watched from the Home Office. A great crowd of people packed Whitehall, some of them having waited since the early hours of the morning. A delegate of French ex-Service associations was present.



By G. K. CHESTERTON.

IF superficial talk were really superficial, there would be no objection to it that can be called fundamental. The type of all trivial talk, for instance, is talking about the weather. It may be that the man who enters announcing breezily that it is a fine day, or that it looks like rain, can hardly be said to be a wit about the weather. His conversation may not be quite so brilliant as the lightning, or so dazzling as the sun at noon. But at least it is as open and obvious as the sun, and may sometimes be as clean as the lightning, in its effects of clearing the air. People talk about the weather; but people do not generally tell lies about the weather. Nobody brings false news about a fog or a snowstorm, at least about a fog or a snowstorm in the neighbourhood; and the topic is free from the temptation of travellers' tales or special correspondents' impressions. In this the topic is near to the truth, while most modern communications are complex and corrupt. For it is good communications that corrupt good manners. Nobody tells the people inside a house that it is pouring with rain outside the house, when they have only to look out of the window and see the sun blazing in a cloudless sky. But several ingenious persons tell the people inside a nation, or a civilisation, that they are basking in the sun of universal popularity and peace, when thunderclouds of hatred and hostility are piling up against them upon every side. Weather-prophets may not always be right; but there is no particular reason or motive for weather-records to be wrong. Meteorologists have no special temptation to record that the last few months have been very cold when they were very warm; but sociologists and historians often have a very violent temptation to record that the last few centuries have been very progressive when they have been very retrograde. The date of the day when the Thames was frozen over can be trusted as true because it is trivial. But party historians are not always to be trusted, when they represent the Dutch sailing up the Thames as proving the levity or lethargy of Charles II. (that highly patriotic Sovereign); and for an impartial version of the great Dock Strike, we should go to some other authority besides the Port of London Authority.

Talking about the weather, in short, is insignificant and therefore innocent. No tangle of human sins or insanities is likely to give it a twist. But though this is true of this particular sort of superficial talk, it is by no means true of all talk merely because it is superficial. And the real difficulty is that, in so many cases, what is most superficial is also most subtle.

I mean that it requires a rather profound analysis even to prove that it is superficial. The shallow remarks made by shallow people are now by no means the same as the simple remarks made by simple people. They are not elementary assertions to be met by elementary contradictions; as in the case of a man who stands in a fog and says it is a fine day. The mental fog, in which so many modern people move, is of much richer ingredients and more delicate gradations. It is generally true that what a silly person says in a sentence (or now more often in half a sentence), a wise person could hardly answer except in a chapter, or perhaps a volume. We must go very deep in order to explain how anything can be so shallow. For it is

not only the modern fashion of fatigue which makes the sentence fragmentary; in the sense that the eager youth who has begun the sentence often feels too tired to finish it. The sentence itself is often a fragment; being one of the broken bits of some general notion or prejudice; and the fragments are still floating about even when the notion itself has been fundamentally broken up. Anybody judging current conversation, by any standard of culture whatever, will generally find it frightfully difficult to search out the deep and

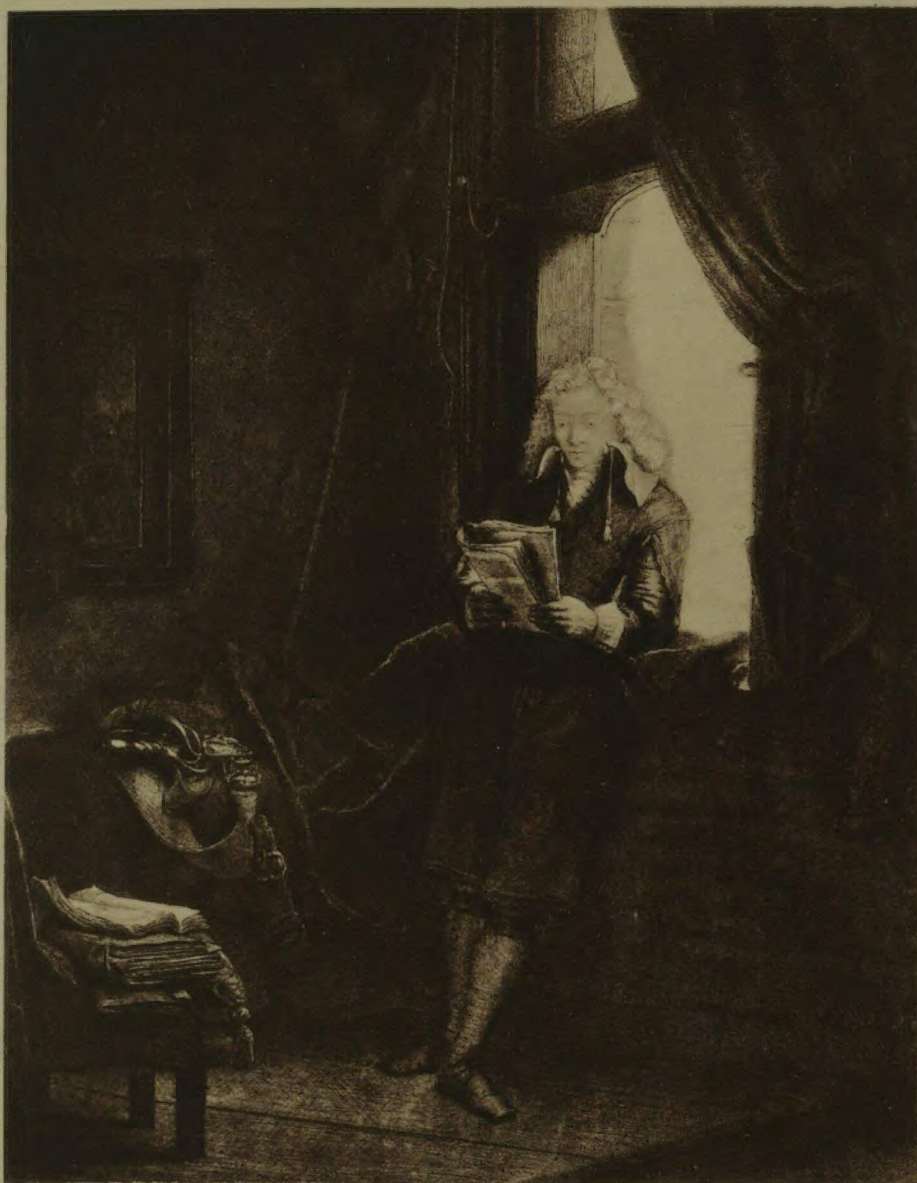
does he really mean? I do not say that he means nothing. On the contrary, my whole point is that he means a mass of most complicated things, of old traditions, of recent fashions, or remote associations, of the derivative effects of the most various forms of culture or ignorance. It is not true that any one of these shallow phrases means nothing. It is true that every one of these shallow phrases means something which the speaker does not really realise that he means. To explain his meaning would be difficult for anybody.

To explain his meaning would be quite startling to him. And yet all those chance phrases, all those cheap references, do refer to things that could only be disentangled if a great philosopher wrote a history of the world.

I am not a great philosopher; and the strict and cramping limits of this article do not permit of me, at this moment, writing a complete history of the world. But let me take only one out of the random instances I have given. Let me take the phrase, "The best people." Now there are people, to whom the best people do quite simply mean the richest people. And there are worlds, in which the richest people do quite simply mean the worst people. But I am supposing that tolerably nice and normal people are talking; and there is nothing the matter with nice and normal people, except that their minds are now almost always in a muddle. They would not hail any scoundrel or scallywag of an alien millionaire as a good man, merely because he was a millionaire. But they would be weak towards the weaknesses of a fairly presentable rich man; and that fundamentally because he was rich. If we must make a glossary or dictionary of definitions in the matter, the definition of what is meant by "the best people," as understood by the ordinary people who are probably much better, is something like this: "Those whose security of property and ease is sufficient to allow them to make it a generally recognised fact that they do retain certain standards of dignity and grace." It is something like that; but what a long time it takes to explain!

But the wholesome moral is here. If they do not merely mean rich people, they certainly do not mean poor people. They do not mean to say, "All the best people go there; I saw Sam the scavenger, who was so kind about his sister's children," or "I met all the best people; people like that consumptive charwoman who worked herself to death to pay her debts"; or "The best people are all doing it, including

the old apple-woman who is so cheerful and courageous in spite of such a horrible run of ill-luck, ending in an incurable disease." In other words, when they talk about the best people, it is unjust to say that they mean the worst people, or even the wealthiest people. But it is just to say, in exact terms, that, whatever else they mean by the best people, they do not mean the best people. At the best, they mean an extraordinarily complicated cultural product, or combination of products, in which the idea of wealth and worldly status always counts for something, if not for everything. That is what I mean by saying that trivial conversation is a tangle and a riddle; and may even be called a mystery.



AN ETCHING THAT FETCHED THE RECORD PRICE TO COME UNDER THE HAMMER AGAIN: REMBRANDT'S CELEBRATED PORTRAIT OF JAN SIX, SIGNED AND DATED 1647, SOLD SEVEN YEARS AGO FOR £8200.

Rembrandt's world-famous etching of his friend, Burgomaster Jan Six, is included in the forthcoming sale of the Innes Collection at Christie's on December 13. The catalogue says: "This brilliant impression descended direct from Jan Six, and realised £8200 at the Six Sale at Amsterdam in 1928, the record price for any print." It is confidently expected that collectors from all parts of the world will compete for what has been described as "one of the masterpieces of all time." At Amsterdam the purchasers were Messrs. Colnaghi, acting for the late Mr. Ernest C. Innes. The collection now to be sold belonged to the late Mrs. Ernest C. Innes, and includes other first-rate Rembrandt etchings, such as "The Agony in the Garden" and "The Three Trees," besides pictures by Hobbema, Maes, Gainsborough, and many other painters. The Innes Sale will be specially interesting, as no such important array of Rembrandt etchings has been auctioned for some time. The "Jan Six" was shown in the Exhibition of Dutch Art at Burlington House in 1929.—[By Courtesy of Messrs. Christie, Manson and Woods.]

dark subtlety of a really shallow remark. For the remark may be not about the weather, but about the world; and in it all the real riddles and puzzles and perplexing tragedies, and even more perplexing comedies, of all the world are tied up as in a bundle.

When somebody says "Awfully fit," or "Not quite nice," or "All the best people go there," or "He went into Rubber and made good," or "You know what foreigners are," or "Our Vicar is quite broad-minded," or "It was a very good neighbourhood," or "A man in that position," or half-a-hundred other phrases that may be heard anywhere—when somebody says such casual things as these, what in the world

THE CAMERA AS RECORDER: HOME OCCASIONS OF TOPICAL INTEREST.



A MEET IN THE CITY OF LONDON! HOUNDS OF THE OLD BERKELEY HUNT IN THE LORD MAYOR'S SHOW; WITH THE MASTER, WHIPPERS-IN, AND FOLLOWERS.

The Lord Mayor's Show on November 9 included a Pageant of Agriculture and Country Life. The splendid Percherons and Shires drawing the cars in this pageant won the interest of all spectators; while the farmyard animals, which were paraded on the cars, gave no evidence of "stage fright." It need hardly be said that the individual feature which evoked the most interest

[Continued above.]



ARMISTICE DAY IN LONDON: THE QUEEN, THE DUCHESS OF YORK, AND OTHER MEMBERS OF THE ROYAL FAMILY WATCHING THE CEREMONY AT THE CENOTAPH FROM THE HOME OFFICE.

As noted under a photograph of the ceremony at the Cenotaph on our front page, owing to the inclement state of the weather the place of H.M. the King was taken by the Duke of York. The Duke of Kent accompanied his brother, and the Queen, the Duchess of York, and other members

[Continued above.]



THE GUILDHALL BANQUET: THE NEW LORD MAYOR, SIR PERCY VINCENT, WITH HIS PREDECESSOR, SIR STEPHEN KILLIK, AT HIS RIGHT HAND; AND SIGNOR GRANDI, THE ITALIAN AMBASSADOR, ON THE EXTREME RIGHT, WITH LORD LONDONDERRY.

and applause was the spectacle of the Old Berkeley Hunt making its way through the streets of the Metropolis.—The Lord Mayor's Banquet was made memorable by Sir Samuel Hoare's speech. Our photograph shows Lord Hailsham (in wig) on the left, with the Brazilian Ambassador next to him. The Archbishop of Canterbury is to the right of the present Lord Mayor.



POLITICAL HEADS OF THE NATION AT THE CENOTAPH: A GROUP WHICH INCLUDES THE PREMIER AND THE LEADER OF THE OPPOSITION (BEFORE THE GENERAL ELECTION).

of the Royal Family watched the service from the Home Office. In our left-hand photograph can be seen, with the Queen and the Duchess of York, Princess Marie Louise (extreme left) and Princess Helena Victoria. The heads of the nation's political life were gathered at the Cenotaph. Our photograph shows (l. to r.) Sir Bolton Eyres-Monsell, Sir John Simon, Captain Fitzroy (the Speaker of the House of Commons), Lord Hailsham, Mr. Attlee, and Mr. Baldwin.



DEDICATING THE EMPIRE FIELD OF REMEMBRANCE AT WESTMINSTER ABBEY: THE BISHOP OF LONDON; WITH LORD JELlicoe.

The Bishop of London dedicated the Empire Field of Remembrance at Westminster Abbey. Chief Petty Officer Osborn, a survivor of H.M.S. "Amphion," and one of the first men to be wounded in the war, planted the first cross in the Royal Naval section. Lord Jellicoe followed him with a cross in memory of the fallen of the Navy.



THE GREEK RESTORATION: KING GEORGE II. (CENTRE) WITH THE DELEGATION WHICH REQUESTED HIS RETURN; WITH T.R.H. PRINCES PAUL (LEFT) AND PETER OF GREECE SEATED BESIDE HIM.

The Greek Delegation waited on King George II. at the Greek Legation in London on November 10, and, having laid the state of affairs before their Sovereign, requested his Majesty to return to the throne. The members of the Delegation (who are seen in this photograph) are M. Mavromichalis, Minister of Communications (extreme left); M. Valanos, Vice-President of the National Assembly (second from right); and General Papagos, Minister of War. M. Simopoulos, the Greek Minister in London, is seen standing behind the King.

HAPPENINGS AT HOME AND ABROAD: PICTORIAL NOTES ON CURRENT EVENTS.



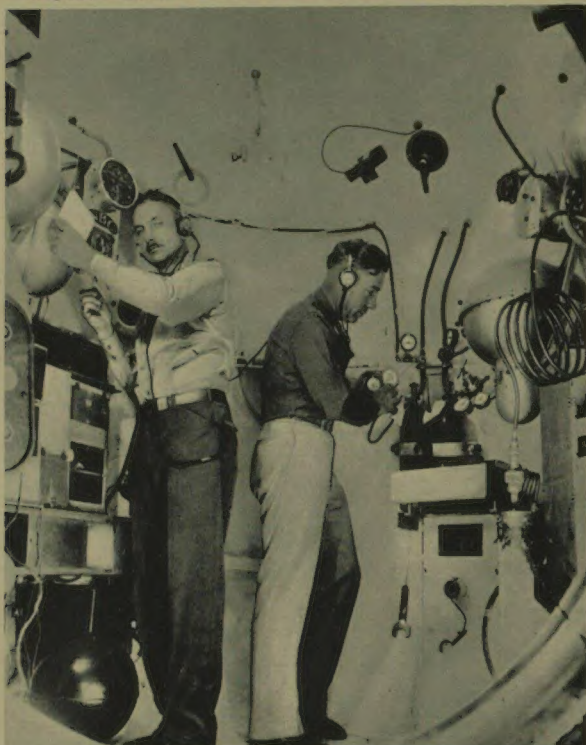
THE PRINCE OF WALES REPRESENTING THE KING ON ARMISTICE DAY IN EDINBURGH: H.R.H. (IN THE UNIFORM OF COLONEL-IN-CHIEF, SEAFORTH HIGHLANDERS) AT THE STONE OF REMEMBRANCE.

The Prince of Wales, who represented the King, joined the British Legion parade in Edinburgh, on Armistice Day, at the Stone of Remembrance in the High Street, and, with Lord Provost Gumley, stood there during the Silence. He then set the King's wreath in place. Later, he attended a service in St. Giles's Cathedral.



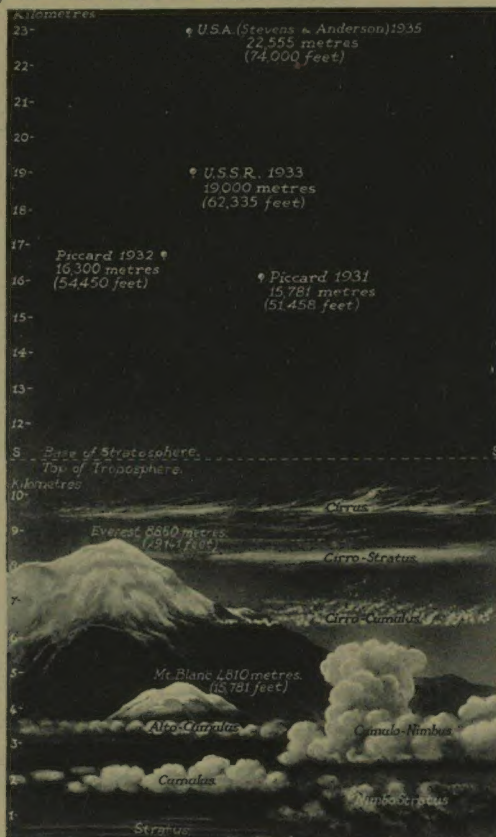
MRS. WYNDHAM AND FLYING-OFFICER D. LLEWELLYN, WHO BROKE THE SOUTH AFRICA-ENGLAND FLIGHT RECORD.

Flying-Officer David Llewellyn and Mrs. Wyndham broke Mrs. Molli-son's Cape-to-England flight record by 18 hours 48 minutes, leaving Cape Town on November 5 and landing at Hanworth on the 11th. They encountered bad weather in Northern Rhodesia. Flying-Officer Llewellyn is the son of the President of the Royal Academy.



IN THE GONDOLA OF THE BALLOON WHEREIN THEY MADE A RECORD ASCENT OF OVER 14 MILES: CAPTAIN STEVENS (LEFT) AND CAPTAIN ANDERSON.

A record stratosphere ascent of over 74,000 ft. (more than fourteen miles) was made, on November 11, by Captain Albert W. Stevens and Captain Orvil A. Anderson, of the United States Army Air Corps, in the balloon "Explorer II,"—a flight promoted by the U.S. National Geographic Society. They took off from Rapid City, South Dakota, at 9 a.m., and landed at White Lake,

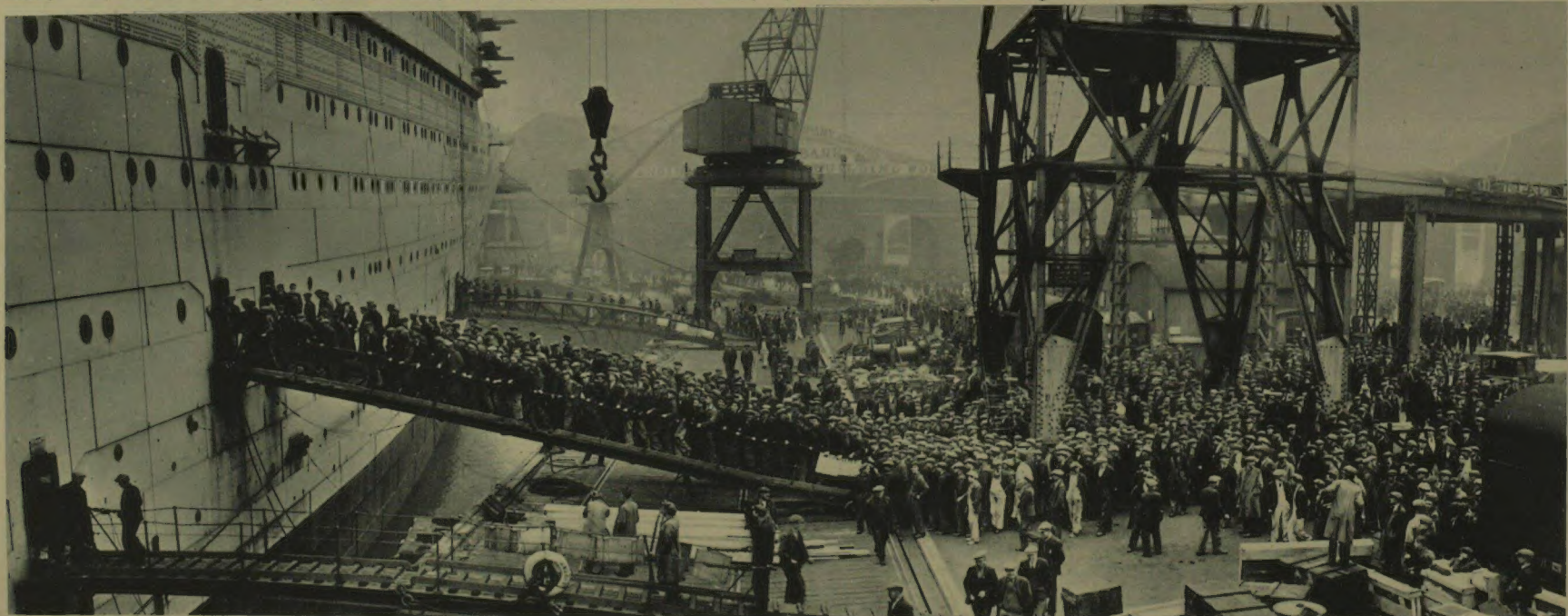


ALTITUDES OF THE RECORD ASCENT, AND SOME PREVIOUS ASCENTS, COMPARED WITH THE HEIGHT OF EVEREST AND MT. BLANC AND CLOUD STRATA.



OUTSIDE THE GONDOLA OF THE BALLOON USED FOR THE RECORD ASCENT: CAPTAIN STEVENS (ON TOP) AND CAPTAIN ANDERSON (ON THE LADDER).

Aurora County, Nebraska, at 5.15 p.m. In the centre illustration we show the altitudes of this and previous ascents. In 1933 an official record of 61,236 ft. was made in the U.S.A. by Lt.-Com Settle and Major Fordney. In 1934 three Russians were said to have reached 72,176 ft., but were killed in landing, and the height was not officially confirmed.



WORK ON THE "QUEEN MARY," THE WONDER SHIP WHICH IS SCHEDULED TO SAIL IN MAY: SOME OF THE THOUSANDS OF WORKERS WHO ARE ENGAGED IN TURNING THE BARE SHELL OF THE GREAT CUNARD-WHITE STAR LINER INTO A LUXURIOUS FLOATING CITY ENTERING THE VESSEL.

The "Queen Mary," the great Cunard-White Star liner, it was announced recently, is scheduled to start her maiden voyage to New York from Southampton on May 27. Our readers will remember that H.M. the Queen's birthday falls on the preceding day, May 26. At the moment, some four thousand workmen are still engaged on board the vessel, and most of them will remain

employed until she is almost ready to leave the Clyde. All the engines and main machinery have now been installed. Already labels on all sides are beginning to indicate the positions of smoking rooms, dining saloons, cocktail bars, libraries, children's playrooms, the cinema and the ball room. The blue and silver swimming-pool is almost complete.

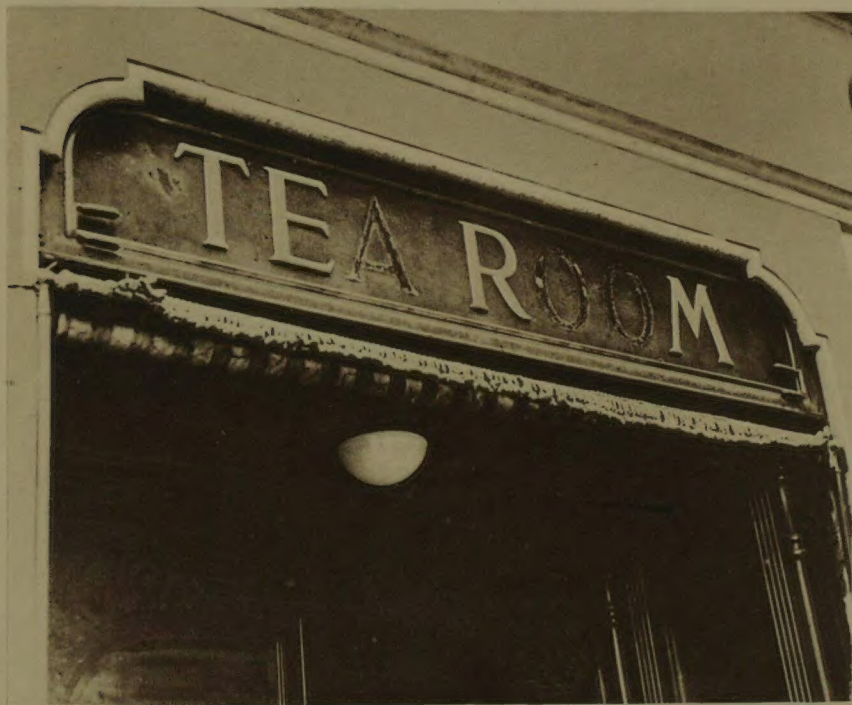
ANTI-BRITISH FEELING IN ITALY.



ROME CELEBRATES THE SEVENTEENTH ANNIVERSARY OF THE VITTORIO VENETO: GREAT CROWDS LISTENING TO SIGNOR MUSSOLINI'S SPEECH FROM THE BALCONY OF THE PALAZZO VENEZIA ON ITALY'S ARMISTICE DAY.



THE EDEN HOTEL IN ROME AS THE OBJECT OF ANTI-BRITISH FEELING: THE NAME "EDEN" BLANKED OUT (THOUGH IT REMAINS ON THE CLOCK) AS HAVING UNPLEASANT ASSOCIATIONS FOR ITALIANS.



A BRITISH TEA-ROOM SIGN MUTILATED BY ITALIAN DEMONSTRATORS: THE WORK OF YOUNG FASCISTS IN ROME WHOSE ANTI-BRITISH FEELING HAS BEEN INFLAMED BY CERTAIN SECTIONS OF THE ITALIAN PRESS.

The seventeenth anniversary of the Vittorio Veneto, Italy's victory over and armistice with Austria which is celebrated as perhaps the proudest day in the national calendar, was observed with the traditional ceremonies on November 4. After various solemn rites had been performed and Signor Mussolini had knelt before the tomb of the Unknown Soldier, the Duce appeared on the balcony of the Palazzo Venezia and made a brief speech. Before him was a tremendous crowd, consisting of bodies of troops representing all branches of the regular army, ex-Service men, and Fascist institutions, and dense masses of the general public. Our two lower photographs show symptoms of the anti-British feeling which has developed in Italy, chiefly as a result of the campaign conducted in the Italian Press. Students have made a tour of shops in Rome, picketing those displaying British goods and standing outside them with patriotic banners. The name "Eden" is the least popular of all; and the well-known and old-established Albergo Eden has had to cover up its name so as not to hurt Italian susceptibilities.

COMMEMORATING THE MUNICH "PUTSCH."

The annual commemoration of the Hitler "Putsch" of 1923 was held in Munich this year, with special solemnity. The bodies of sixteen Nazis who were killed at the time were disinterred and carried to two specially built Temples of Honour which will form part of the new party buildings near the Brown House. Herr Hitler arrived in Munich on November 8, and the traditional meeting of "old fighters" was held that evening in the Bürgerbräukeller, where the "Putsch" started. There was a torchlight procession to the Feldherrnhalle, where, on the following morning, "the last roll-call" was given to the sixteen Nazis. A meeting attended by units of all Berlin's S.A. men was held at the same time in the Sportpalast.—On November 7 the new Reich war-flag—in future the flag of all three fighting services—was hoisted, and the first conscript recruits took the oath. The new Army paraded at 8 o'clock in the morning at military depôts all over the country. Berliners turned out in large numbers to watch the spectacle at Potsdam, Spandau, Ruhleben, and other military centres.



HONOURING SIXTEEN NAZIS WHO WERE KILLED IN THE HITLER "PUTSCH" OF 1923 AT MUNICH: A MEMORIAL MEETING IN THE SPORTPALAST, BERLIN.



SWEARING-IN GERMANY'S FIRST CONSCRIPT RECRUITS: AN OATH OF LOYALTY TO THE FÜHRER AND THE NATION—A MILITARY CEREMONY AT RUHLEBEN, NEAR BERLIN.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



MISS ELEANOR RATHBONE.

The first woman to secure election to the House of Commons without a contest. Returned unopposed as M.P. (Independent) for the English Combined Universities. A member of the Liverpool City Council. President of the National Union for Equal Citizenship, 1919.



PROFESSOR H. F. OSBORN.

President Emeritus of the American Museum of Natural History. Died November 6; aged seventy-eight. One of the most famous American palaeontologists and biologists. Professor of Comparative Anatomy, Princeton (1883-90). Professor of Zoology, Columbia, 1895. (Detail from the Portrait by Julian Lamar.)



MR. C. F. VACHELL, K.C.

An eminent advocate who was celebrated for his forensic wit. Died November 5; aged eighty-one. Mr. Vachell was gifted with a subtle sense of humour which sometimes found play in his cross-examination of witnesses.



MR. EDWARD SHORTT, K.C.

President, the British Board of Film Censors, for a number of years. Died November 10; aged seventy-three. Chief Secretary for Ireland, 1918. Home Secretary, 1919, at the time of the Police Force strikes. M.P. (Liberal), Newcastle-on-Tyne, from 1910 throughout his Parliamentary career.



THE REV. W. A. SUNDAY.

The evangelist better known as "Billy" Sunday. Died November 6; aged seventy-one. Famous for his dramatic, sensational methods of preaching. Formerly a professional baseball player. Ordained a Presbyterian Minister 1903, after a period of service with the Y.M.C.A.



THE DUCHESS OF KENT PHOTOGRAPHED WITH THE DUKE DURING HER FIRST OUTING SINCE THE BIRTH OF HER SON.

The Duchess of Kent left her home at Belgrave Square on November 9 for the first time since the birth of her son on October 9. She went for a drive with the Duke of Kent in the afternoon sunshine. She had intended to go to Buckingham Palace in the morning, but the bad weather prevented her.



ROYALTY HONOURS THE Y.W.C.A. ON ITS EIGHTIETH BIRTHDAY: H.M. THE QUEEN SEATED BESIDE THE TABLE BEARING GIFT PURSES, AT THE ALBERT HALL RALLY.

The Queen was present, with 8000 members of the Young Women's Christian Association, in the Royal Albert Hall on the eightieth birthday of that organisation on November 9. Her Majesty, preceded by a Guard of Honour of members who are Girl Guides, walked across the arena to receive purses raised as a birthday gift to the Association. The sum received was more than £17,000. With the Queen was Princess Helena Victoria, who is seen above seated to the right of the table.



THE DUKE AND DUCHESS OF GLOUCESTER PHOTOGRAPHED ON THEIR WAY TO CHURCH DURING THEIR HONEYMOON.

The Duke and Duchess of Gloucester, whose marriage was fully recorded and described in our special Royal Wedding Number, have been spending their honeymoon at Boughton House, Kettering, in Northamptonshire. They are seen here on their way to church at Weekley, near Kettering.



AUSTRALIAN AIRMEN WHO ATTACKED THE ENGLAND-AUSTRALIA SOLO FLIGHT RECORD: MR. BROADBENT (LEFT), WHO WAS SUCCESSFUL; AND MR. MELROSE, WHO STOPPED HIS FLIGHT TO SEARCH FOR SIR CHARLES KINGSFORD SMITH.

Mr. H. F. Broadbent, the Australian airman, arrived in Australia on November 9, having beaten the record for a solo flight from England set up by Kingsford Smith. Mr. C. J. Melrose stopped at Singapore, heard that Kingsford Smith, whose machine he believed had passed him in the darkness, was missing, and joined in the search.



REPORTED MISSING IN THE COURSE OF AN ENGLAND-AUSTRALIA FLIGHT: SIR CHARLES KINGSFORD SMITH, THE FAMOUS AIRMAN.

It was learned on November 8 that Sir Charles Kingsford Smith and his co-pilot, Mr. J. T. Pethybridge, were missing on the third stage of their flight from England to Australia. They were expected at Singapore from Allahabad; but there had been no news of them since they passed Akyab, near the Burma-India frontier. Two R.A.F. flying-boats left Singapore to search for them; and Mr. C. J. Melrose joined in the search. Kingsford Smith was making good time on his arrival at Allahabad.



SIR CHARLES KINGSFORD SMITH'S CO-PILOT; ALSO REPORTED MISSING DURING THE FLIGHT: MR. J. T. PETHYBRIDGE.

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MAKALE FROM THE AIR; AND ITALIAN AEROPLANES IN ABYSSINIA.

AIR PHOTOGRAPHS BY COURTESY OF "L'ILLUSTRAZIONE ITALIANA."



ITALIAN MILITARY AEROPLANES (ON THE EXTREME RIGHT) FLYING IN FORMATION OVER OCCUPIED TERRITORY IN ABYSSINIA: AN AIR VIEW SHOWING RUGGED COUNTRY TRAVERSED BY ITALIAN TROOPS IN THE ADVANCE TO ADOWA.



THE CAPITAL OF THE ABYSSINIAN PROVINCE OF TIGRÉ NOW IN ITALIAN HANDS, WITH RAS GUGSA, AS GOVERNOR, OCCUPYING THE PALACE: MAKALE, WHERE THE CLERGY WERE THE FIRST TO SUBMIT TO THE ITALIAN COMMANDER—AN AIR VIEW SHOWING THE COPTIC CHURCH.

The whole of the Tigré Province of Abyssinia came under Italian control with the capture of its capital, Makale, entered without opposition on November 8. General Dalmazzo received the submission of the leading citizens, headed by the clergy, and the Italian tricolour flag was hoisted on the Palace and the Fort.

Ras Gugsa, who joined the Italians, and was made Governor of the Tigré, occupied the Palace. The city was much damaged by the retreating Abyssinians, who carried off as hostages women and children related to Ras Gugsa. Makale itself was not defended, but there was fighting on the way to it.

ITALIAN LEGIONS IN LIBYA:

AN IMPRESSION OF ITALY'S MILITARY POWER IN "A STERILE COLONY"; FORCES THAT WATCH "A COMPARATIVELY UNPEOPLED DESERT" ON THE EGYPTIAN FRONTIER.

By Major LEONARD HANDLEY, M.C., F.R.G.S., Author of "Hunter's Moon."

Libya has been much under discussion of late in connection with the situation in the Mediterranean. It was reported last month that the strength of the Italian forces in Libya on the Egyptian frontier was about four times that of the British forces in Egypt. On October 24, after Sir Samuel Hoare's conciliatory speech in the House of Commons, it was officially announced in Rome that Italy would immediately withdraw from Libya one division (15,000 men) of the three recently sent thither. Unofficially, it was added that no withdrawal of British warships from the Mediterranean had been demanded in return, but that Italy hoped for some reciprocal British action. The British Ambassador in Rome, Sir Eric Drummond, has since had several friendly interviews on the subject with Signor Mussolini.

THE Italian reply to the precautionary strengthening of the British Navy in the Mediterranean was the reinforcement of the military garrisons in her principal African possession—on the Mediterranean.

out of sight. There must have been well over fifty charabancs—all labelled "tours"—yet only eight first-class passengers disembarked, to the discomfiture of a host of touts—all seeking patronage for

town. Fascism and military efficiency are the keynote. The entire garrison—so it seemed—had come to meet the boat. The quay scintillated with a representation of every unit in the Italian army—in full

dress, a kaleidoscope of Bersaglieri plumes, azure and silver cloaks, decorations, and tinsel. It might have been King's Cup day at Olympia.

A fleet of attendant motor-cars extended away

first-class passengers. Across the Gulf of Sidra lies Benghazi—guarding the main caravan route to Kufra. It is a jewel-like oasis, bright with date groves, but disfigured by the ubiquitous oil-tanks. The next port of call was Derna—heavy beneath the hand of Italian military occupation. It was mid-day. The temperature and obvious desertion of the quay accentuated this fact. The garrison slept behind its barrack-walls—unlike Tripoli—apathetically indifferent to the arrival of the only link with home.

The only consignment for this port was a few lighter loads of livestock—oxen and sheep—which, ever



"A GREAT BATTLEMENT, LIKE THE ROMAN WALL, SERPENTINED ACROSS THE DISTANT MOUNTAINS": PART OF THE LIBYAN COAST-LINE AND HINTERLAND NEAR PORTO BARDIA.



PORTO BARDIA, ON THE LIBYAN COAST: A GENERAL VIEW OF THE HARBOUR AND THE ARID MOUNTAINS, SHOWING (IN LEFT BACKGROUND) THE ITALIAN MILITARY ROAD LEADING TO THE DESERT OUTPOSTS.

She increased her normal strength by three divisions. One, at least, of these she lately undertook to withdraw. Libya has appeared prominently in recent print, and atlases have no doubt been studied for the exact position of this normally little-heard-of Italian possession.

During several cruises down its untempting seaboard, which threatens to become a coastline of future international import, I have been struck primarily by the heroic energy with which Italy occupies the arid hinterland. Even as Portugal poured her manhood and almost entire military resources into the holding of her first Eastern possession—golden Goa—so Italy seems to have concentrated in Libya an overwhelming military strength—out of all proportion to the comparative unimportance of this sterile colony. I cannot help thinking that it was the first fluttering of the Fascist eagle which prompted such a parade of martial power—Mussolini in the cloak of Scipio Africanus.

Libia Italiana embraces Tripolitania and Cirenaica—an area of some 420,000 square miles—but the maritime zone is the only one which encourages any form of Western colonisation. Beyond lie the sub-desert and desert zones, leading by little-travelled caravan tracks over limitless miles of desolation which are quite impracticable for Western habitation. The Mediterranean zone contains some of the most fertile oases in North Africa—rich with date-palms, orange, and olive groves.

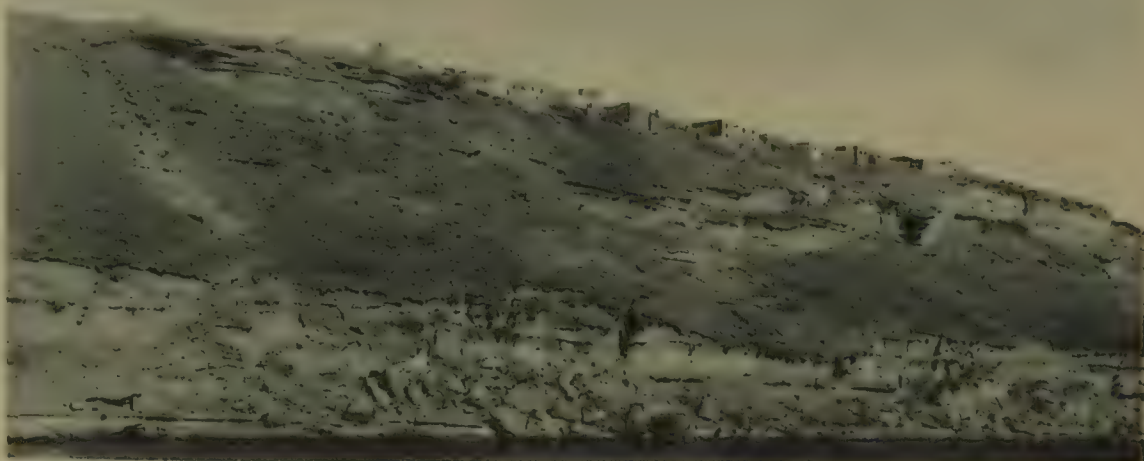
Three hundred miles east from Tunis, our small, but extremely comfortable Florio Line steamer, *Citta di Alessandria*, brings us into Tripoli—the capital—our first port of call. A native population of 90,000, chiefly Mohammedan, is leavened with a scattering of Jews—and some Levantines of every possible nuance; but the impression which presents itself on the quays is purely of an Italian garrison

tours... one wondered whither? The only southern roads—or, rather, caravan routes—lie through Gadames and Sebka, to the desolation of the Tuareg Sahara. It was as if the entire military puissance

since Tunis, had constituted the major cargo of the *Citta di Alessandria*. Also there was one resplendent Italian cavalry officer—a dream in silver and azure-blue—who was carried into exile, in a dilapidated fiacre, by two potassium-permanganate-coloured horses. His luggage followed in a small donkey cart, urged by a black, befezzed, Tripolitanian trooper.

We reached Porto Bardia—on the frontiers of Egypt—on the following day, and here we seemed to have reached the open lid of the Inferno. A small beige cluster of buildings was set high on a great ridge of volcanic rock—the sea slope covered with debris and insanitation. I christened it the "City of Tins," as generations of empty ration, kerosene oil, and petrol tins littered the foreshore, extending right up to the barracks themselves. The settlement cowered beneath an even vaster range of hills, shutting out the limitless miles of Libyan desert, which, according to the map, stretched in savage, uninterrupted leagues to distant Lake Tchad. A great battlement, like the Roman wall, serpentined across the distant mountains, protected from theoretical savage incursion from an empty desert by a forest of barbed wire. An occasional blockhouse interrupted this continuous belt of wire, behind which the garrison crouched with their backs to the sea.

Thus Libya watches a comparatively unpeopled desert with, normally, a corps of Colonial troops numbering 500 officers, 700 N.C.O.'s, and 10,000 men—concentrated in not more than four towns in the maritime plain. Comparisons are odious; but one could not help contrasting the apparently casual military occupation of the Indian North-West Frontier with a mere skeleton of troops, a handful of kassadars, and a complete absence of Roman wall—and the forest of wire. A foredestined military occupation of Abyssinia, on the same scale as her North African colony, will not only exhaust the Italian Army, but



"A SMALL BEIGE CLUSTER OF BUILDINGS SET HIGH ON A GREAT RIDGE OF VOLCANIC ROCK": THE TOWN OF PORTO BARDIA ON THE FRONTIER BETWEEN LIBYA AND EGYPT.

of Bombay had come to meet the weekly mail-boat. One realised what depths of boredom goaded this garrison of exiles to don their entire "Christmas-tree" to meet the Venice boat—with its mere handful of

drain the life-blood from her entire Fascist manhood. Abyssinia will yet clip the wings and blunt the talons of the Fascist Phoenix—risen from the ashes of a long-dead Rome.

ITALY'S FORCES IN TRIPOLI, IN WESTERN LIBYA: MECHANISED UNITS, WITH NATIVE CAVALRY AND CAMELRY.



MECHANISATION IN THE ITALIAN ARMY IN TRIPOLITANIA: TRACTOR-DRAWN ARTILLERY, EACH GUN-CREW CONSISTING OF ARABS IN CHARGE OF AN ITALIAN OFFICER, IN A MARCH-PAST AT TRIPOLI.



ARMoured CARS OF SPECIAL TYPE, FOLLOWED BY TRANSPORT LORRIES: PART OF A MILITARY PARADE IN TRIPOLI PASSING THE OLD CASTLE BUILT BY THE FIRST SPANISH INVADERS.



NOW THE CREAM OF ITALY'S COLONIAL ARMY IN NORTH AFRICA: A CAVALRY REGIMENT OF WARLIKE BERBERS MOUNTED ON SUPERB WHITE ARAB THOROUGHBREDS.



ARABS TAUGHT BY THE ITALIANS TO PLAY MARTIAL MUSIC ON BRASS INSTRUMENTS: THE BAND OF A NATIVE CAVALRY REGIMENT IN THE PROCESSION AT TRIPOLI.



ITALIAN MACHINE-GUNNERS IN THE TRIPOLI MARCH-PAST: A VIEW SHOWING SOME OF THE MEN CARRYING THE GUNS THEMSELVES AND OTHERS (TO THE LEFT) BEARING THE TRIPOD STANDS.



AN AGE-OLD FORM OF TRANSPORT IN LIBYA ADAPTED TO MILITARY USES: A BODY OF MEHARISTS (THE NAME OF THE NATIVE CAMEL CORPS) SEEN IN THE PARADE AT TRIPOLI.

These photographs, taken during a military review in Tripoli, illustrate a blend of old and new methods of warfare represented in the Italian forces there—mechanised units along with native cavalry and camel corps. Tripolitania forms the western portion of the Italian colony of Libya, bordering Tunis and farthest from the Egyptian frontier, and contains the headquarters of the Governor of Libya, Marshal Balbo. Regarding the modern history of Libya, we read in the current "Statesman's Year-Book": "In 1911 a quarrel broke out between Turkey

and Italy, and the latter occupied Tripoli and established an army there. . . . The war continued until October 18, 1912, when the sovereignty of Italy in Tripoli was established. . . . The oasis of Jarabub, on the eastern border of Cyrenaica, was ceded by Egypt to Italy, and Italian troops occupied it on February 7, 1926. On the other hand, the frontier in the neighbourhood of Sollum on the sea was rectified in favour of Egypt." A picturesque impression of a visit to the town of Tripoli is given in the course of the article on the opposite page.

CONQUERING ABYSSINIA WITH ROADS: THE ITALIANS AS ENGINEERS.



ITALIAN SOLDIERS MAKING A ROAD IN ABYSSINIA: HOW THE INVADERS ARE WAGING A WAR IN WHICH THE COUNTRY IS PROVING ITSELF TO BE A MORE FORMIDABLE ANTAGONIST THAN THE OPPOSING ARMY.



A PARTY OF ROADMAKERS CHEERING AS THEY PREPARE TO START WORK ON A NEW STRETCH OF ROAD TO MAKALE, THE LATEST IMPORTANT POINT CAPTURED: THE CAREFUL AND SYSTEMATIC CONSOLIDATION OF OCCUPIED TERRITORY.

HITHERTO the Italian advance in the north has been slow but irresistible, and the nature of the country has proved an even more formidable enemy than the armed forces of Abyssinia. All reports go to show that in the wake of the advance extraordinary efforts are being made, with apparent success, to consolidate the territory occupied—partly by favourable treatment of the inhabitants to ensure their good-will, but chiefly by intensive road-making. To this road-making the nature of the ground, as our photographs indicate, presents tremendous obstacles. Considering the time available, wonderful feats of engineering have been accomplished, but some of the new roads are suffering severely from the heavy traffic. Further advances will require still greater engineering efforts at

(Continued below.)



A LORRY TRAIN, CARRYING SUPPLIES FOR THE ITALIAN ADVANCE, MAKING ITS WAY TO THE FRONT LINES: INTENSE ACTIVITY ON A ROAD WHICH WINDS UP, WITH NUMEROUS HAIRPIN BENDS, THROUGH HILLY ABYSSINIAN COUNTRY.



ITALIAN TRANSPORT LORRIES, ONE FALLEN INTO A WATERHOLE AND ABANDONED, ON THE HAZARDOUS ROAD FROM ERITREA: A TRACK WHICH, AT ALL EXCEPT A FEW SPOTS, ONLY PERMITS ONE-WAY TRAFFIC.

(Continued.)

an ever-increasing cost, for no modern army can hope to penetrate through the fantastic tangle of mountains and ridges of Central Abyssinia without the most elaborate precautions for maintaining lines of communication. Among the plans for



ITALIAN SOLDIERS RIGHTING A MULE-CART WHICH HAS COME TO GRIEF: ONE OF THE PERILS OF COMMUNICATION ON THE ROADS BEHIND THE LINES, WHERE MUCH CONGESTION IS SAID TO BE CAUSED BY ACCIDENTS AND BREAKDOWNS.

new roads, there is said to be one for a good road to Makale from Marsa Fatma, on the Eritrean coast, a little south-east of Massawa. An air photograph of Makale, Italy's new conquest, is given on another page in this issue.

The Illustrated London News
INDIAN SUPPLEMENT

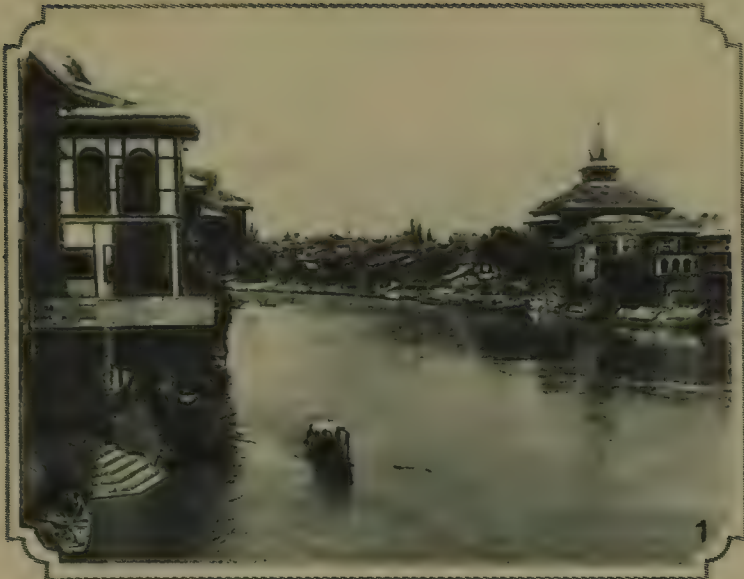


"THE GOLDEN POMP OF IMMEMORIAL IND."

SPECIALLY PAINTED FOR "THE ILLUSTRATED LONDON NEWS" BY SOBHA SINGH.



HIS
EXCELLENCY
THE
VICEROY'S
MESSAGE
TO "THE
ILLUSTRATED
LONDON
NEWS."



THE VICEROY'S HOUSE,
NEW DELHI.

15th October 1935.

During a long and intimate association with India, it has always been my desire that there should be an ever-increasing knowledge abroad not merely of the political and economic aspects of the country but of the wealth of beauty, of art and of culture which she possesses.

India holds an incomparable fascination for the visitor and love of her people is the reward of those who are privileged to live and work amongst them. But such opportunities come to comparatively few and have still to present themselves to many of the younger generation. The ILLUSTRATED LONDON NEWS is therefore to be congratulated on the production of this 'Indian Number' which I trust will stimulate interest, throughout the Empire and the World, in this great country and contribute further to the cause of understanding and goodwill.

William Gordon

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1. THE SHAH HANIDAN MOSQUE FROM THE THIRD BRIDGE, SRINAGAR, KASHMIR.
2. THE JASMINE TOWER, AGRA FORT.
3. A GOPURA OF THE GREAT TEMPLE AT MADURA, MADRAS PRESIDENCY.
4. DELHI FORT.
5. THE GHATS AT MATHURA, BENGAL.
6. THE ELEPHANT TOWER AT FATEHPUR SIKRI, NEAR AGRA.
7. THE VICTORY GATE AT FATEHPUR SIKRI.
8. THE TOMB OF KHASRU AT ALLAHABAD.



THE VICEROY'S HOUSE :

A SETTING OF IMPERIAL MAGNIFICENCE.

THE centre of the gigantic scheme conceived by Sir Edwin Lutyens for India's capital at New Delhi is the Viceroy's House, a worthy setting, within and without, for the representative of the King-Emperor. Our upper photograph on this page illustrates admirably the majestic size of the building and its perfect harmony of mass and detail. Above the centre of the colonnaded façade, which is five hundred feet in length, rises the

[Continued opposite.



THE VICEROY'S HOUSE, NEW DELHI: SIR EDWIN LUTYENS' MAGNIFICENT DESIGN OF A CENTRAL DOME SURMOUNTING A COLONNADED FAÇADE FIVE HUNDRED FEET IN LENGTH, FLANKED BY TWO PROJECTING WINGS.

Continued.] bronze dome to a height of 180 feet above the level of the surrounding plain, dominating the city of New Delhi. On either side of the court run sunk drives flanked by strips of grass and water shaded by tall trees. At the west of the building are the Moghul Gardens, laid out with care to take their part in the harmony of the whole design, and offering a maze of grass squares, flower-beds, fountains, and bridged waters at different levels. It will be recalled that the decision to move the capital of India from Calcutta to its ancient site at Delhi was announced by the King-Emperor at the Delhi Durbar on December 12, 1911. The inaugural ceremonies were held during the week beginning February 9, 1931.



THE WEST FAÇADE OF THE VICEROY'S HOUSE; SHOWING PART OF THE MOGHUL GARDEN, WHICH IS SOME TWELVE ACRES IN EXTENT: A POOL SURROUNDED BY BEDS OF PURPLE VIOLAS AND OTHER FLOWERS AND BY STEPS OF RED SANDSTONE—EACH DETAIL CONTRIBUTING TO THE MAJESTIC HARMONY OF THE WHOLE DESIGN.



CHANGING THE GUARD BEFORE THE VICEROY'S HOUSE—A CEREMONY AS SPECTACULAR AND IMPRESSIVE AT NEW DELHI AS ITS COUNTERPART IS IN LONDON: THE 4TH/8TH PUNJAB REGIMENT TAKING OVER DUTY; WITH PART OF THE EAST COLONNADED FAÇADE IN THE LEFT BACKGROUND AND ONE OF THE PROJECTING WINGS ON THE RIGHT.

THE TWO UPPER PHOTOGRAPHS BY KINSEY BROS., SIMLA.

THE INTERIOR OF THE VICEROY'S HOUSE: THE GRANDEUR OF THE STATE APARTMENTS.



THE DURBAR HALL, IN THE CENTRE OF THE HOUSE: A MAGNIFICENT APARTMENT WITH A FLOODLIT DOME SUPPORTED ON COLUMNS OF JASPER BLOCKS, AND FLOORED WITH AN IMMENSE PATTERN OF PORPHYRY AND WHITE MARBLE.



THE STATE DINING-ROOM, SCARCELY SMALLER THAN THE WATERLOO CHAMBER AT WINDSOR: A DESIGN OF CLASSICAL STYLE; THE WALLS PANELLED IN TEAK, WITH LIFE-SIZE PORTRAITS BETWEEN THE PILASTERS.



THE STATE BALLROOM, SET OUT AS A DRAWING-ROOM BY DAY AND LARGE ENOUGH TO HOLD A THOUSAND GUESTS; SHOWING THE PRINCIPAL FEATURE, A WONDERFUL PERSIAN MURAL DEPICTING VARIOUS COURT ACTIVITIES.



THE WEST LOGGIA: A VIEW LOOKING TOWARDS THE STATE DINING-ROOM; SHOWING THE VAULTED CEILING DECORATED WITH A DELIGHTFUL MURAL, AND GLAZED DOORS LEADING TO THE MOGHUL GARDENS.



THE LONG DRAWING-ROOM, DONE IN MARBLE, DIVERSIFIED WITH PANELS OF DULL GOLD BROCADE AND LIT FROM SILVER SCONCES; WITH A VAULTED CEILING DECORATED WITH AN INTRICATE INDIAN TRACERY.

The interior of the Viceroy's House at New Delhi contains State rooms of fine proportions and imposing design, as well as private apartments whose decoration is distinguished by a quiet and restrained taste. The building is the centre of the scheme conceived by Sir Edwin Lutyens for the capital of India; and his genius is evident in the extreme ingenuity of the general plan and in the fitting splendour of the State apartments. The Durbar Hall, situated beneath the central dome, is a fine example of his design, with its jasper columns and marble and

porphyry floor. The State dining-room and ballroom carry out the plan and are notable for the restrained grandeur of their decoration. There is no ornamentation for ornamentation's sake. The ceiling of the dining-room is of perfect simplicity; a beautiful carpet of Indian design covers the marble floor; and at the far end is a tall teak niche for the reception of the Goldsmiths' plate. The ceiling of the ballroom consists of panels painted in old Persian style to represent Court hunting scenes, and surmounts a wonderful Persian mural.

INDIAN PRINCES ENTITLED TO

SALUTES OF 19 AND 17 GUNS.

ON this page we give portraits of the six Indian Princes who have a dynastic salute of nineteen guns, of the thirteen Princes who have a dynastic salute of seventeen guns, and of the Maharaj-Rana of Dholpur, Pro-Chancellor of the Chamber of Princes, who has a personal salute of seventeen guns. The Princes who have salutes of nineteen guns are these: Lieut.-Col. H.H. Nawab Haji Sir Muhammad Hamidulla Khan Bahadur, G.C.S.I., G.C.I.E., C.V.O., Nawab of

(Continued opposite.)

Bhopal; H.H. Maharajadhiraja Raj Rajeshwar Sawal Yeshwant Rao Holkar Bahadur, Maharaja (Holkar) of Indore; H.H. Mir Ahmad Yar Khan, Khan of Kalat; Lieut.-Col. H.H. Shri Rajaram Chhatrapati Maharaja, G.C.S.I., G.C.I.E., Maharaja of Kolhapur; H.H. Maharaja Rama Varma, Maharaja of Travancore; and H.H. Maharajadhiraja Maharana Sir Bhupal Singh Bahadur, G.C.S.I., K.C.I.E., Maharana of Udaipur (Mewar), and head of the Sisodia Rajputs.



HIS HIGHNESS THE
MAHARAJA OF JAIPUR
(17 GUNS).



HIS HIGHNESS THE KHAN OF KALAT
(19 GUNS).



HIS HIGHNESS THE
MAHARAJA OF BHARAT-
PUR (17 GUNS).



HIS HIGHNESS THE
MAHARAJA OF PATIALA
(17 GUNS).



HIS HIGHNESS THE
MAHARAO RAJA OF BUNDI
(17 GUNS).



HIS HIGHNESS THE NAWAB OF BHOPAL
(19 GUNS).



HIS HIGHNESS THE
MAHARAJA OF BIKANER
(17 GUNS).



HIS HIGHNESS THE
MAHARAJ-RANA OF
DHOLPUR (17 GUNS).



HIS HIGHNESS THE MAHARAJA OF TRAVANCORE
(19 GUNS).



HIS HIGHNESS THE MAHARANA OF UDAIPUR (MEWAR)
(19 GUNS).



HIS HIGHNESS THE MAHARAJA OF KOLHAPUR
(19 GUNS).



HIS HIGHNESS THE
MAHARAJA OF JODHPUR
(MARWAR) (17 GUNS).



HIS HIGHNESS THE
NAWAB OF TONK
(17 GUNS).



HIS HIGHNESS THE MAHARAJA (HOLKAR)
OF INDORE (19 GUNS).



HIS HIGHNESS THE
NAWAB OF BAHAWALPUR
(17 GUNS).



HIS HIGHNESS THE
MAHARAJA OF COCHIN
(17 GUNS).



HIS HIGHNESS THE
MAHARAJA OF KARALI
(17 GUNS).



HIS HIGHNESS THE
MAHARAJA OF REWA
(17 GUNS).



HIS HIGHNESS THE
MAHARAO OF KOTAH
(17 GUNS).



HIS HIGHNESS THE
MAHARAO OF CUTCH
(17 GUNS).

INDIAN PRINCES WITH DYNASTIC SALUTES OF TWENTY-ONE GUNS.



HIS HIGHNESS THE MAHARAJA (GAEKWAR) OF BARODA: THE RULER OF ONE OF THE LEADING STATES OF INDIA.



HIS HIGHNESS THE MAHARAJA OF JAMMU AND KASHMIR: THE RULER OF A GREAT AND BEAUTIFUL STATE IN THE FAR NORTH OF INDIA.



HIS EXALTED HIGHNESS THE NIZAM OF HYDERABAD: THE RULER OF THE MOST POPULOUS AND, WITH KASHMIR, THE LARGEST OF THE INDIAN STATES.



HIS HIGHNESS THE MAHARAJA OF MYSORE: THE RULER OF A GREAT STATE IN SOUTHERN INDIA AND DESCENDANT OF ANCESTORS WHO TRADITIONALLY ESTABLISHED THEMSELVES IN MYSORE IN 1399.



HIS HIGHNESS THE MAHARAJA (SCINDIA) OF GWALIOR: THE RULER OF THE PREMIER MAHRATTA STATE IN CENTRAL INDIA, ADMINISTERED BY A COUNCIL OF REGENCY DURING THE MAHARAJA'S MINORITY.

On this page we give portraits of the five native Princes who enjoy a dynastic salute of twenty-one guns. The full title of the Maharaja (Gaekwar) of Baroda is H.H. Farzand-i-Khas-i-Daulat-i-Inglis-i-a Maharaja Sir Sayaji Rao Gaekwar, Sena Khas Khel Shamsher Bahadur, G.C.S.I., G.C.I.E. He was born in 1863 and succeeded in 1875. The full title of the Maharaja of Jammu and Kashmir is Colonel H.H. Maharajadhiraja Sir Hari Singh Bahadur, G.C.S.I., G.C.I.E., K.C.V.O. He was born in 1895 and succeeded in 1925. The Nizam of Hyderabad's full title is Lieut.-General

H.E.H. Sir Mir Usman Ali Khan, Faithful Ally of the British Government, G.C.S.I., G.B.E. He was born in 1886 and succeeded in 1911. The full title of the Maharaja of Mysore is Colonel H.H. Maharaja Sir Sri Krishnaraja Wadiyar Bahadur, G.C.S.I., G.B.E. He was born in 1884 and succeeded in 1895. The full title of the ruler of Gwalior is H.H. Maharaja George Jivaji Rao Scindia Alijah Bahadur. He was born in 1916 and succeeded in 1925. The administration is carried on by a Council of Regency during the minority of the Maharaja.

OUTSTANDING PERSONALITIES OF INDIA: SOME LEADING FIGURES.



SIR MANECKJI B. DADABHAI, K.C.I.E., C.I.E.

Appointed by H.E. the Viceroy President of the Council of State, 1933. Delegate, Second Round Table Conference, 1931.



SIR ABDUR RAHIM, K.C.S.I.

President of the Legislative Assembly. Late Member of Executive Council of the Governor of Bengal. Late Judge of High Court at Madras.



SIR BHUPENDRA NATH MITRA, K.C.S.I., K.C.I.E., C.I.E., C.B.E.

High Commissioner for India in the United Kingdom since 1931. Member of the Viceroy's Executive Council, India, 1924-30.



FIELD-MARSHAL SIR PHILIP CHETWODE, G.C.B., G.C.S.I.

Commander-in-Chief of the Army in India, 1930-35. Member of Executive Council since 1930.



BRIG.-GENERAL G. R. CASSELS, C.B., D.S.O.

Appointed to succeed Sir Philip Chetwode as Commander-in-Chief of the Army in India.



SIR FRANK NOYCE, K.C.S.I., C.S.I., C.B.E.

Member of Governor-General's Executive Council in charge of Industries and Labour Department since 1932.



SIR NRIPENDRA NATH SIRCAR.

Law Member of Executive Council of Governor-General of India since 1934. Advocate-General of Bengal, 1928-34. Practised as pleader in Bihar.



SIR HENRY CRAIK, K.C.S.I.

Home Member of Governor-General's Executive Council since 1934. Chief Secretary, Punjab, 1922-27. Member, Punjab Executive Council, 1930-34.



SIR MOHAMMAD ZAFRULLA KHAN.

Commerce and Railways Member of the Executive Council of the Governor-General in India. A figure of importance in Indian politics.



SIR JAMES GRIGG, K.C.B.

Finance Member of Governor-General's Executive Council since 1934. Chairman, Board of Customs and Excise, 1930. Chairman, Board of Inland Revenue, 1930-34.



REAR-ADMIRAL A. E. F. BEDFORD, C.B.

Flag Officer Commanding and Director, Royal Indian Marine, since 1934. A.D.C. to the King, 1931.



AIR MARSHAL SIR E. R. LUDLOW-HEWITT, K.C.B., C.B., C.M.G.

Air Officer Commanding Royal Air Force in India. Commandant, R.A.F. Staff College, 1926-30.



MR. E. C. MIEVILLE, C.S.I., C.M.G.

Private Secretary to the Viceroy of India since 1931. Secretary to the Governor-General of Dominion of Canada, 1927-31.



SIR BERTRAND GLANCY, C.S.I.

Political Secretary to the Government of India since 1933. A member of the Foreign and Political Department of the Government of India.



MR. H. A. F. METCALFE, C.S.I.

Foreign Secretary to the Government of India since 1932. Deputy Secretary, Foreign and Political Department, 1930-32. On Indian Staff of Prince of Wales, 1921-22.



SIR MICHAEL KEANE, K.C.S.I.

Governor of Assam since 1932. Chief Secretary to Government, 1919-21. President, Legislative Council, United Provinces, 1921-25.



SIR JOHN ANDERSON, P.C., G.C.B., G.C.I.E., K.C.B., C.B.

Governor of Bengal since 1932. Chairman of Board of Inland Revenue, 1919-22. Permanent Under-Secretary of State, Home Office, 1922-32.



SIR J. D. SIFTON, K.C.S.I., K.C.I.E.

Governor of Bihar and Orissa since 1932. Member of Executive Council of Bihar and Orissa, 1927-31. Acting Governor in 1929 and in 1930.



LORD BRABOURNE, G.C.I.E., M.C.

Governor of Bombay since 1933. Parliamentary Private Secretary to Secretary of State for India, 1932-33. M.P. for Ashford, Kent, 1931-33.



SIR HUGH STEPHENSON, K.C.S.I., K.C.I.E., C.S.I., C.I.E.

Governor of Burma since 1932. Acting Governor, Bengal, 1926 and 1930. Governor of Province of Bihar and Orissa, 1927-32.



SIR HYDE C. GOWAN, K.C.S.I.

Governor of the Central Provinces since 1933. Under-Secretary to Government, C.P., 1904-08. Chief Secretary, 1927-32. Member, Executive Council, 1932-33.



LORD ERSKINE, G.C.I.E.

Governor of Madras since 1934. Principal Private Secretary to Home Secretary, 1924. Assistant Government Whip in National Government, 1932. A former M.P.



SIR RALPH GRIFFITH, K.C.S.I.

Governor of North West Frontier Province and Agent to Governor-General, Tribal Areas, since 1932. Chief Commissioner, North West Frontier Province, 1931-32.



SIR H. W. EMERSON, K.C.S.I.

Governor of the Punjab since 1933. Secretary to Government Finance Department, 1926. Secretary to Government of India, Home Department, 1930-33.



SIR HARRY HAIG, K.C.S.I.

Governor of United Provinces since 1934. Private Secretary to the Viceroy, 1925. Home Member of Executive Council of Governor-General of India, 1932-34.

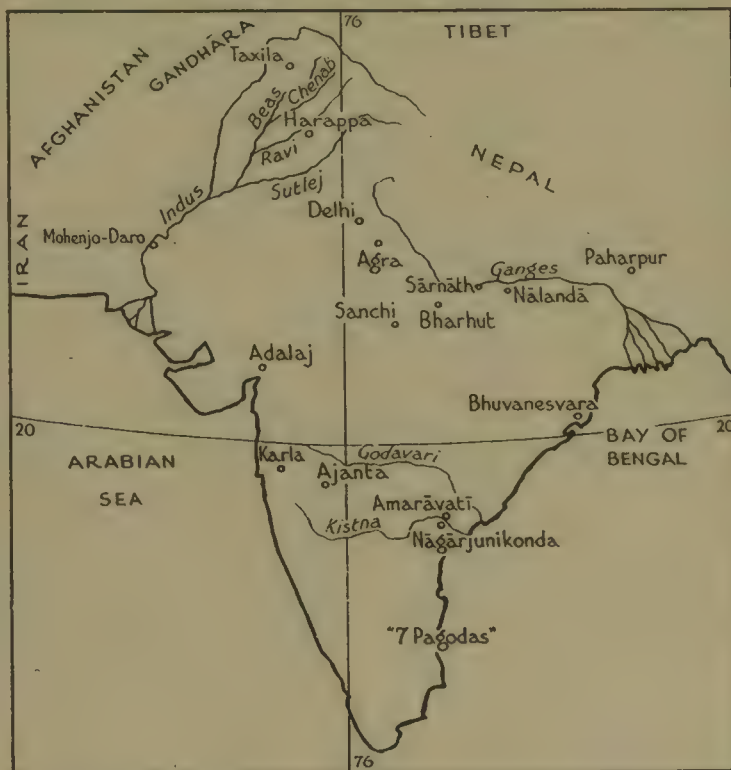
THE ARCHÆOLOGY OF INDIA: ANTIQUITIES OF THE LAST FIVE THOUSAND YEARS.

By J. F. BLAKISTON, Director General of Archaeology in India.

THE absence of a written history of India prior to the Muhammadan conquest is a striking illustration of the lack of the historic sense among the Hindus. A hundred years ago, Hindu history hardly knew more than the names of a few kings. The decipherment of the ancient Indian script by Prinsep a hundred years ago laid the foundation of Indian archaeology, and the inscriptions of the Emperor Asoka, legends on Indian coins of the different periods, and the accounts of the Greek travellers and Buddhist pilgrims from China have helped scholars to prepare, though necessarily still of a fragmentary nature, an outline of Indian history for the first time. About seventy years ago the Government of India started archaeological investigation in India under the guidance of Colonel (later General Sir) Alexander Cunningham, whose researches in all branches of archaeology, and, in particular, topographical investigation, covered a remarkably wide field. The reorganisation of the Archaeological Survey, on the late Lord Curzon's initiative, placed archaeology on a sound footing, and the last thirty-three years have witnessed unceasing activity both in the field of excavation of ancient sites and the preservation of ancient monuments, and have ushered in an era of splendid discoveries, which have brought India to the forefront of the ancient world. Neither in the range of time covered by Indian antiquities, nor in the vast area over which its operations are spread, is the activity of the Archaeological Survey equalled by any other archaeological organisation. Although, therefore, the Survey can claim to have accomplished so much since its inauguration, an immense amount of investigation still awaits the Indian archaeologist in every Province and State of that vast country.

The story of Indian antiquities begins with the rough and polished stone implements discovered in river valleys and plateaux of the peninsula, where prehistoric man trod the first steps in cultural evolution. The discovery a decade ago of two large town-sites of the chalcolithic period (fourth millennium B.C.) marks the entry of India into the comity of ancient civilised nations. Only two sites, Mohenjodaro in Sind, and Harappa in the Punjab, have been excavated

excellence, and were skilled in arts and crafts, including sculpture. With the arrival of the Aryans at the end of the third millennium B.C., the earlier civilisation seems to have disappeared, although many of its features have survived in the Hindu culture of the succeeding millennia. The thread of material culture, however, was resumed when a new religion arose in the sixth



A MAP OF INDIA SHOWING THE ARCHÆOLOGICAL SITES MENTIONED IN MR. BLAKISTON'S ARTICLE: A VAST COUNTRY RICH IN ANTIQUITIES OF EVERY AGE AND OF EVERY KIND.

century B.C., and, under the patronage of the Emperor Asoka, spread to the far ends of the country. The edicts issued by him on rocks and columns exhorted people to live a life of dignity, order, and kindness, and the art of his times bears testimony to strong influence of Western Asiatic art. Later Buddhist monuments, such as those at Bharhut and Sanchi, belonging to the second and first centuries B.C., belong to a strongly indigenous style of art, blending elements of earlier religion (e.g., Tree-spirits and Snake-worship) with the humanistic teachings of Buddhism. In the reliefs of these stupas (memorial monuments), as well as those of the later Amaravati and Nagarjunikonda schools in the south, scenes from the life of the Buddha and his disciples were favourite themes, thus stressing the narrative element, so characteristic a feature of Buddhist art in India. This narrative tendency was especially predominant in the North-West of India, where the surfaces of scores of stupas were decorated with stone reliefs, and the fusion of the various racial elements from Parthia, Scythia, and Greece, that took place in this country of Gandhara during the centuries following Alexander the Great's invasion, is reflected in the strong touch of Hellenistic-Asiatic art in the sculpture and architecture. The main city of this country was Taxila, where excavations under the personal supervision of Sir John Marshall have been in progress during the last quarter of a century, and have helped immensely in unravelling the different elements of the culture, in which so many different strains from countries far apart, such as Greece and Central Asia, were blended together.

The Hellenistic influence, which was confined mainly to the North-West, soon disappeared from the art of India. The Gupta period, so named after the dynasty of the Imperial Guptas, marks the zenith of Indian national art. The sculpture of this period is marked by simplicity, restraint, dignity, and technical perfection. The magnificent frescoes in the Ajanta Caves mostly also belong to this period.

The classical period of the Guptas was followed by a progressively declining art in the Middle Ages, in which a "baroque" and an increasing tendency to profuse ornamentation in "rococo" style can be distinguished. Buddhism, still holding its own in the eastern provinces, produced new forms in architecture, and numerous examples of the fine, but gradually deteriorating plastic art of this period have been brought to light by the Survey. The recent excavations at Nalanda, the foremost seat of Buddhist learning in Bihar, and Paharpur, with its gigantic temple and enormous monastery, in Bengal, have yielded vast material for the student of art and architecture. In architecture, it has to be recorded that India, with its deep religious bias, has very few

extant remains to show what early secular architecture was, but in religious art the early cave temples in western India, which commenced from the second century B.C., are no doubt works of remarkable craftsmanship. In the Middle Ages, when Hinduism began to gain ground with the decline of the Buddhist doctrine, the temples show not only profuse decoration, but are remarkable for the designs of their ground plans and outlines, which must be the results of a great tradition and clear architectural imagination. Both north and south produced works of appealing beauty, although in the southern temples the sculptural elements are more in harmony with the architectural concepts.

With the thirteenth century came a new wave of influence from the west. After having undergone influences from Mesopotamia, Persia, Greece, Parthia, and Scythia, in successive ages, Indian art now came within the orbit of western Asiatic Islamic art. The new masters started in the usual manner: they imported their own styles and tried to impose them on the new surroundings as they knew them at home. One of the earliest Islamic monuments in India is the Qutb Minar, in Delhi, which, if suddenly carried by a jinn to Iraq, could easily be taken as a monument of that country. The employment from the outset of masons of the Hindu faith, and materials from Hindu temples which were found ready at hand, considerably influenced Muslim architecture in India. Islamic art in India is thus fundamentally different from that of Egypt or Turkey. The process of assimilation, which has been at work throughout the different periods of Indian history, also affected the style of the latest conquerors, in spite of the wide divergences in the culture and religion of the Muslim and the Hindu. Within the limits of India itself, a number of local styles of Islamic architecture developed during the centuries of Muhammadan rule, but in each of the provincial styles, conditioned by different physical surroundings, there is clear evidence of the absorption of concepts and outer decoration, as also of the more vital qualities characteristic of Hindu architecture, namely, strength and grace. One of the finest and most perfect examples of architecture is the Taj Mahal at Agra, which could not have been attempted in any other Islamic country, and the proportions and grace of which seem as if to have sprung up out of the soil.

In spite of the vicissitudes through which Indian art has passed during five millennia, there is an underlying unity, which is characteristic in architecture, sculpture, and other fine arts. This fundamental



A HEAD THAT MIGHT HAVE BEEN FOUND IN POMPEII, REPRESENTING A SENATOR OF ROME: A GRECO-BUDDHIST MASTERPIECE OF THE FIFTH CENTURY A.D., FROM TAXILA, NEAR RAWALPINDI, IN THE PUNJAB.

This superb example of Greco-Buddhist art, now called the Indo-Afghan School, shows the profound influence of late Hellenistic art on the sculpture of the North-West of India at a time when Hellenism in the West had spent itself.

so far on a large scale, but a large number of other settlements has been discovered in those two provinces; there are even grounds for supposing that the civilisation spread further down in the Gangetic valley in one direction and Kathiawar in the other. The civilisation unearthed by the work of the Survey is that of a highly developed people, who lived in well-planned cities, with broad roads and houses built of burnt brick, had sanitary arrangements of surprising



A BUDDHIST DEVOTEE OF THE NORTH-WEST FRONTIER OF INDIA IN THE FIFTH CENTURY A.D.: REMARKABLE STUCCO SCULPTURE OF THE INDO-AFGHAN SCHOOL.

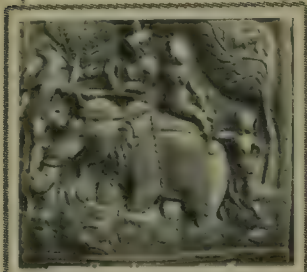
The Indo-Afghan School flourished during the fourth and fifth centuries in the area now included in Afghanistan, the North-West Frontier Province, and part of the Punjab. Hundreds of sculptures in this style have been found lately by French excavators in Afghanistan and by the Archaeological Survey of India. This head was unearthed recently from the Bhamala monastery at Taxila.

unity can be attributed to the strength and sincerity of Indian art, which often springs from the deeply spiritual character of Indian civilisation and which is equally manifest in the handiwork of all periods, whether prehistoric or Hindu, Buddhist or Muslim. As in mediæval Europe, art has been mostly a handmaid of religion in India throughout the ages, but this fact lends that peculiar charm and inherent unity to Indian art which gives it its distinction.

INDIAN ARCHÆOLOGY THROUGH THE AGES: FROM 3000 B.C. TO THE GUPTAS.



A SEAL FROM MOHENJO-DARO—ABOUT 3000 B.C.
This seal bears an inscription in an undeciphered pictographic script; and a tiger looking up to a tree on the branch of which a Tree-Spirit is sitting.



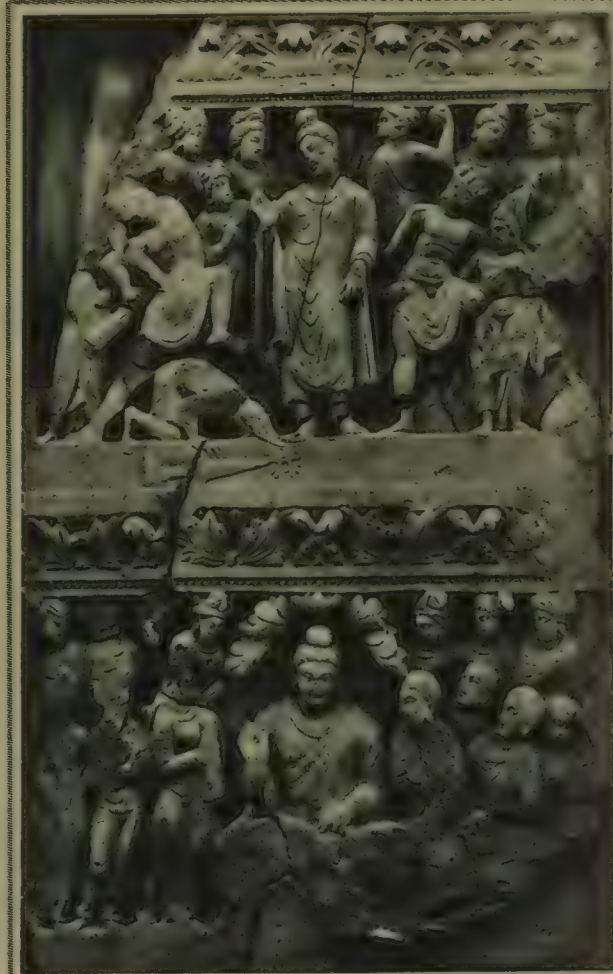
A BAS-RELIEF DECORATING A STUPA OF SANCHI.
This little gem of Indian sculptural art shows a graceful lady seated on an elephant wading in a forest pool. Trees and monkeys symbolise the surroundings.



A MASTERPIECE FROM HARAPPA: SCULPTURE OF ABOUT 3000 B.C.
Such exquisite craftsmanship of the chalcolithic age was unparalleled anywhere in the world. There are many points of comparison between the Indus Valley cities and the contemporary Mesopotamian cultures.

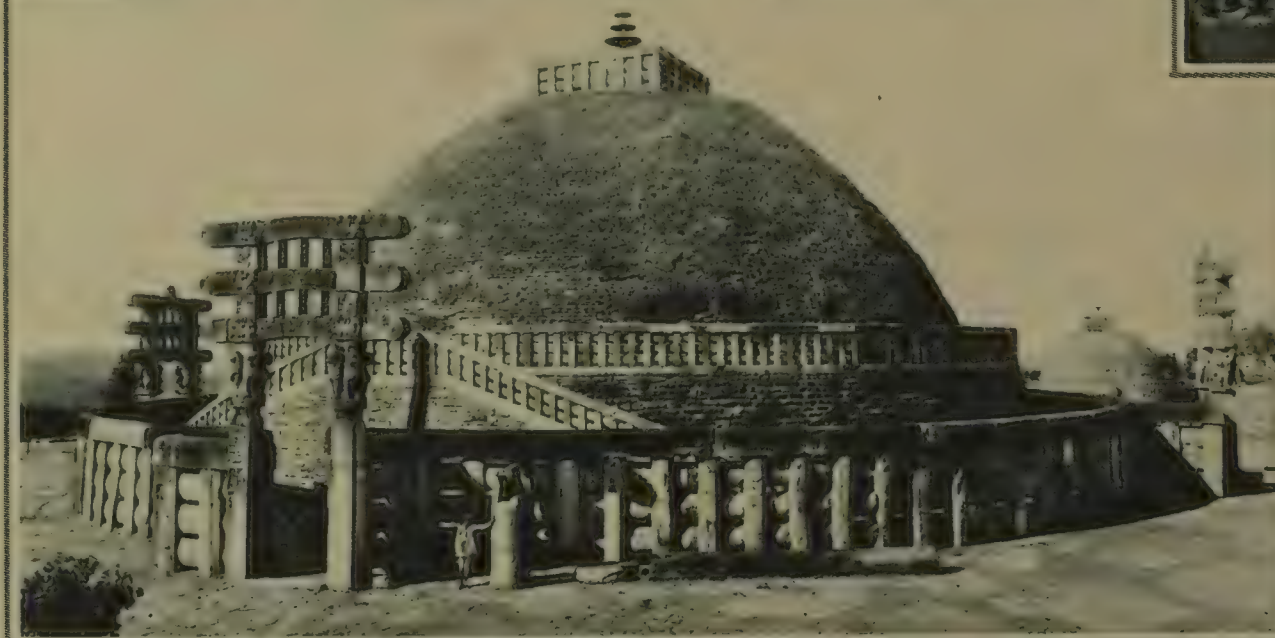


THE LION CAPITAL FROM SARNATH: AN ASOKA RELIC.
This capital was once the crowning ornament of a monumental inscribed pillar erected by Asoka, who ruled c. 274-236 B.C. The Emperor, under whom India was strong and united, was a convert to Buddhism.



GRÆCO-BUDDHIST ART FROM PESHAWAR: RELIEFS DEPICTING SCENES FROM THE LIFE OF THE BUDDHA.

A characteristic example of Græco-Buddhist art, these reliefs represent scenes from the life of the Buddha in a style influenced by Western Asian Hellenism. From the first to the fifth century A.D., a large number of Hellenised Scythians and Parthians flocked into the North-West of India and became converts to Buddhism. Their art, however, was soon assimilated, and it never really influenced the art of the rest of India.



THE GREAT STUPA AT SANCHI, IN THE BHOPAL STATE: A BUDDHIST MEMORIAL STRUCTURE PROBABLY ERECTED ORIGINALLY BY THE EMPEROR ASOKA IN THE THIRD CENTURY B.C., AND REBUILT TWO CENTURIES LATER.

A Stupa has no entrance; and pilgrims show their respect to the sacred remains enshrined in the solid dome by processions around the circum-ambulatory terrace clearly seen in this photograph. The entrances to this terrace are arched over by graceful gateways (*Toranas*) of truly Indian character, unknown in the architecture of any country before this date. The cross-beams and pillars of this archway are covered with hundreds of bas-reliefs, mainly depicting scenes from the life of the Buddha, and many sacred symbols. This monument, in ruins at the beginning of the century, has been thoroughly conserved by the Archaeological Survey of India.



THE LIVELINESS AND GRACE OF SOUTH INDIAN ART: A RELIEF FROM AN EARLY BUDDHIST SITE; SHOWING A REMARKABLE BATTLE SCENE (CENTRE), WITH HORSES AND INFANTRY IN ACTION; AND GRACEFUL COUPLES ON EITHER SIDE.

Although the earliest history of South India is more obscure than that of the North, it is evident that much of the South had been converted to Buddhism by the beginning of the first century B.C. The most outstanding sites in the South are Amaravati and Nagarjunikonda, where, as in Central and Northern Buddhist art, the favourite themes of the hundreds of reliefs are scenes from the lives of the Buddha, including his previous incarnations. The style of the South is considerably livelier than that of the North; the figures are full of movement; and vigorous and bold outline and passionate action characterise the "Amaravati School."



THE "CLASSICAL" PERIOD OF INDIAN ART: FINE GUPTA SCULPTURE.

No period of Indian art can more justly claim to be called "classical" than the Gupta period (fourth to sixth centuries A.D.). Under the Gupta Emperors much of India was again united and prosperous; and all the arts—literature, painting (the Ajanta frescoes), architecture, and sculpture—flourished under the patronage of enlightened rulers. Many masterpieces of this period remain. This one is an image of the Bodhisattva Avalokitesvara, found during excavations at Nalanda.

INDIAN ARCHITECTURE THROUGH THE AGES:

FROM THE BUDDHIST TRADITION TO A HINDU-MUHAMMADAN BLEND.



A CAVE SHRINE AT KARLA: A BUDDHIST TEMPLE WITH A SPLENDIDLY CONCEIVED AND EXECUTED COLONNADE, AND AN ARCHED ROOF ABOVE. Sacred shrines carved into the living rock are a speciality of Indian art in which only Egypt can rival her. The caves of Ajanta, Ellora, and Karla, ranging in date from the second century B.C. to the eighth A.D., are real masterpieces. Here is seen a Buddhist temple with a stupa-shaped sanctuary at the far end, and a curious arched roof of wooden beams. The pillar capitals bear carved figures.

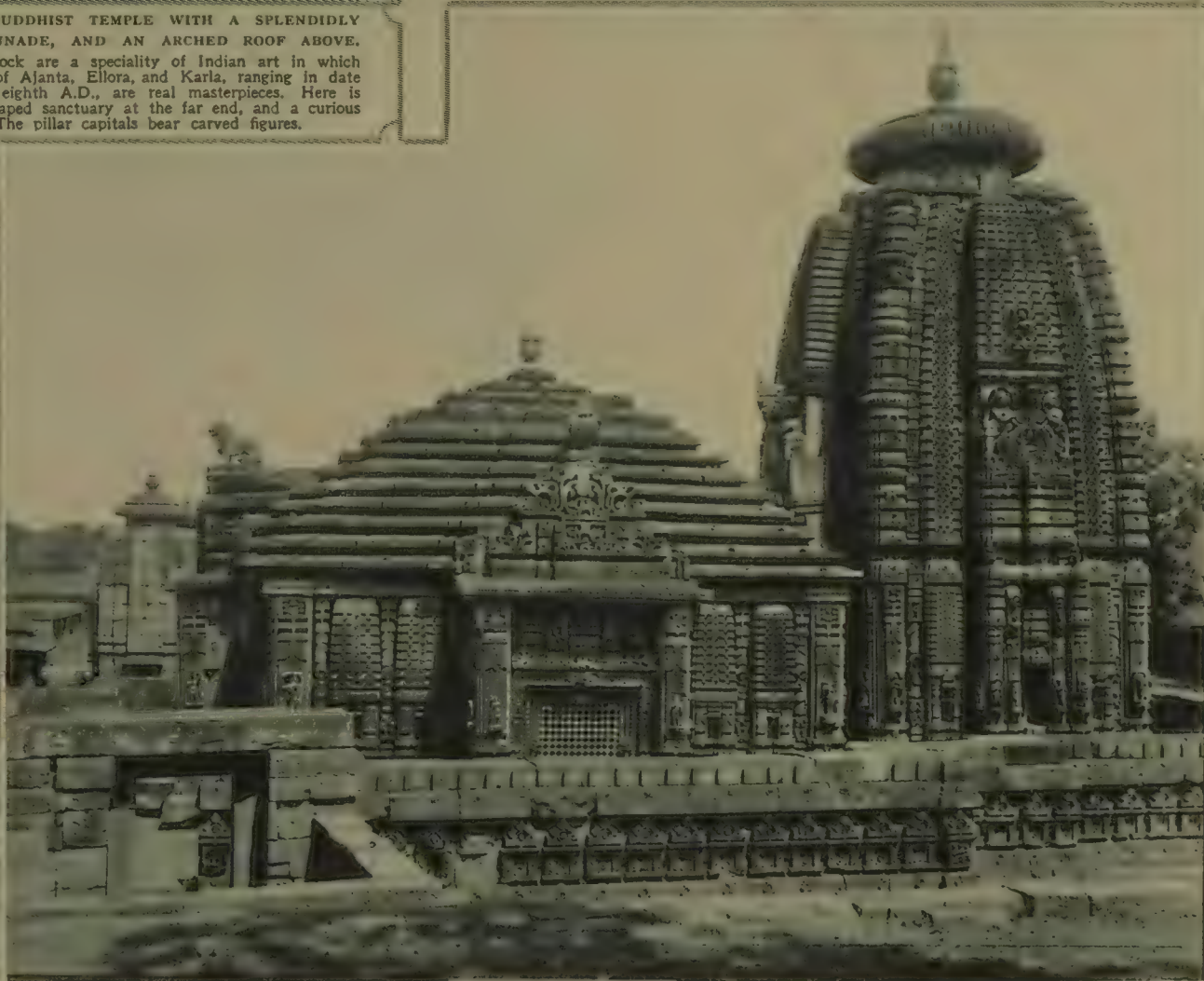


ONE OF THE "SEVEN PAGODAS OF MAHABALIPUR": A LITTLE SHRINE WHICH, THOUGH UNFINISHED, IS A GEM OF ARCHITECTURAL ART.

Though later structures in the south and north of India show a profusion, sometimes overwhelming, of sculptural decoration, the shrines of the early Middle Ages excel in simplicity and solid strength. Here the well-balanced pillars of the lower storey support a trellis roof unadorned but for a repetition of the "barrel-shaped" roof and charming windows in horse-shoe shape—the latter an ancient Buddhist motif.

THE expression "horizontal Gothic," as applied to the later development of Indian temple architecture, is justified, as the photograph on the right illustrates, by the horizontal division into layers, which gradually taper towards the pinnacle of both the spire (*sikhara*) and the roof of the shrine itself. In this temple of Muktesvara at Bhuvanesvara the decorative elements are subordinate to the general architectural layout; and it is this that makes it a harmonious whole on an entirely original and characteristically Indian plan. The massive spire is beautifully finished by the crowning ornament called *amalaka*. The decoration includes many figures of graceful females, in baroque poses and much of the floral ornamentation in which Indian art is pre-eminent. It was in the Middle Ages that Hinduism began to gain ground in India as the Buddhist doctrine declined, and with it came the profuse decoration which is apt to degenerate into rococo.

AN EXAMPLE OF THE LATER DEVELOPMENT OF INDIAN TEMPLE ARCHITECTURE—THE STYLE WHICH HAS BEEN CALLED "HORIZONTAL GOTHIC": THE TEMPLE OF MUKTESVARA AT BHUVANESVARA.



AN EARLY MONUMENT OF THE MUHAMMADAN CONQUERORS: THE ARCHED SCREEN OF THE QUWWAT-UL-ISLAM MOSQUE IN THE QUTB AT DELHI.

A purely Muhammadan structure of remarkable beauty and perfect ornamentation, this arch was built by Qutb-ud-din Aibak in 1198 A.D. It is in striking contrast with the other portions of the mosque quadrangle, which were built with pillars brought from Hindu temples and can be clearly seen under the mighty arches. The attempt of the Muhammadans to impose their artistic tradition on India was a failure.



HOW THE HINDU STYLE IMPOSED ITSELF ON MUSLIM ARCHITECTURE: THE STEPPED WELL OF ADALAJ, BUILT ABOUT 1500 A.D.

It was not long before Indian master-masons, working for Muhammadan employers, introduced elements of their own tradition into Indo-Muhammadan art; and the result was a remarkable fusion of the two styles into a new and very beautiful architecture almost as much Hindu as Muslim. The pillars of this magnificent stepped well, built when the Muslim *raj* was 300 years old, are Hindu in style.

THE WONDERFUL JUNGLES OF INDIA:

FORESTS AND PLAINS TEEMING WITH A
FASCINATING VARIETY OF WILD LIFE.

By F. W. CHAMPION, Author of "With a Camera in Tigerland" and "The Jungle in Sunlight and Shadow."

IN its fauna and flora Nature has endowed India with a splendid asset, for its wild life, in its interest, its beauty, and its marvellous variety, can compare favourably with that of any country in the world. There may, possibly, be more species of wild animal in Africa, but the fauna of that continent is by no means so varied as that of the Indian Empire, within which are found more than five hundred species of mammals, including representatives of most of the orders and sub-classes known to zoologists, except the marsupials (kangaroos) and *ornithodelphia* (duck-billed platypus).

Nor are the forests of India in any way inferior to those of any other country. Indeed, in their variety and extent, and in the care that has been expended upon them, they are possibly without a rival. The nature of forest vegetation in any country depends largely upon two main factors—the amount of rainfall and the elevation above sea-level. In the Indian Empire there are tidal and swamp forests of such species as mangroves growing at or below sea-level, changing to pure tropical forests at a slightly higher elevation, changing once more to forests of such species as pines and oaks as the hills are ascended and the climate becomes more temperate, and culminating in the silver firs, rhododendrons, and birches of the Alpine zone. Even above this there are a few junipers and similar trees, until ultimately, above about 15,000 ft., no forests can survive and eternal snow reigns supreme.

Then again, as regards rainfall, the climatic conditions of India probably show more variation than those of any other similar tract in the world. The normal rainfall varies from about 3 inches a year in Upper Sind to about 450 inches a year at Cherrapunji in the Assam hills, so that India has forests that can exist in some of the hottest and the coldest, the wettest and the driest climates to be found anywhere in the world.

Among the wild animals that are to be found in these extraordinarily varied forests are the elephant, associated in India from time immemorial with the

the Himalaya, which are probably the largest representatives of their race; the splendid markhor, which is certainly the world's finest wild goat; and the beautiful

splendour of her princely pageantry; the gaur, or Indian bison, the tallest of existing bovines; the great Indian rhinoceros, the largest species of the genus now inhabiting the world; the huge wild sheep of

chital or spotted deer, which easily takes the first prize among the cervine tribe. Among the carnivora there is, of course, the tiger, most striking of all wild cats, and a few true Indian lions still survive in Kathiawar, where they are carefully preserved; then there are hosts of leopards and many other beautiful species of lesser cats, such as the ounce, the clouded-leopard, and the marbled-cat. Apes are represented by the gibbons of Assam and Burma, and there are numerous species of monkeys, among which is one of the world's most handsome species—the black-faced langur or Hanuman monkey, held in veneration in India because of its association with Hindu mythology.

Among lesser animals there are beautiful flying squirrels, remarkably coloured rats, weird pangolins, foxes, porcupines, wild dogs, and many others, including one small creature, the painted-bat, which, with its brilliant vermilion and black wings, is probably the most vividly coloured mammal in the world.

Then there are the crocodiles and snakes, including the huge python and the awe-inspiring hamadryad or king cobra, which is probably the largest venomous snake in the world. Last, but by

no means least, there is the splendid avian population that inhabits these vast forests of divers types that are scattered over the Indian Empire from the highest and coldest mountain-tops to the hottest and dampest tropical swamps. There are the lordly peacocks, many species of pheasants and partridges for the sportsman, wild ducks and snipe galore, bustards, herons, storks, eagles, vultures, and countless smaller birds of every description and hue. India must give place to Europe for singing birds and to Australia for brilliant colouring, but nevertheless the bird population of India as a whole, and particularly her game birds, can compare favourably with that of any other country in the world.

And what is India doing to take care of this splendid asset of forests teeming with wild life? India claims that her valuable forests are as well managed by the Indian Forest Service as any forests in the world. The animals and birds, too, are, on the whole, fairly well looked after, and of recent years great efforts have been made, not without considerable success, to educate the general public to a realisation that the preservation of the natural inheritance of the extensive wild life of India is one of the most important duties of the present generation of both Indians and Englishmen alike.

May the time soon come when the preservation of rare species of animals and birds will receive as much care and thought as the preservation of ancient buildings made by man!



THE GARIAL: A FISH-EATING CROCODILE WITH A LONG SLENDER SNOUT, FOUND IN THE RIVERS INDUS, GANGES, AND BRAMAPUTRA, AND IN THE MAHANADI AND KOLADYNI RIVERS.



THE TIGER: THE ANIMAL EMBLEM OF INDIA, THE GREATEST PRIZE OF THE HUNTER, AND ONE OF THE MOST FORMIDABLE FIGHTING MACHINES AMONG THE CREATURES OF THE WORLD.



THE FLYING-SQUIRREL: AN ATTRACTIVE LITTLE CREATURE OF THE INDIAN FORESTS, ABLE TO FLIT FROM TREE TO TREE.
Photographs Copyright by F. W. Champion.



THE INDIAN PANGOLIN: A CURIOUS SCALY ANT-EATER, WHICH CAPTURES ANTS AND TERMITES WITH ITS LONG STICKY TONGUE, AND IS ABLE TO ROLL UP INTO A BALL WHEN DANGER THREATENS.

THE WILD LIFE OF THE INDIAN JUNGLES: ITS BEAUTY AND VARIETY.

PHOTOGRAPHS COPYRIGHT BY F. W. CHAMPION.



THE BLACKBUCK: A HANDSOME ANTELOPE PECULIAR TO INDIA, WHERE IT INHABITS OPEN PLAINS ALL OVER THE COUNTRY.



THE NILGAI: THE LARGEST OF INDIA'S ANTELOPES AND PECULIAR TO THAT COUNTRY—A SOMEWHAT UNGAINLY BEAST, HORNED ONLY IN THE MALE, AND WITH THE FORE-LIMBS LONGER THAN THE HINDER.



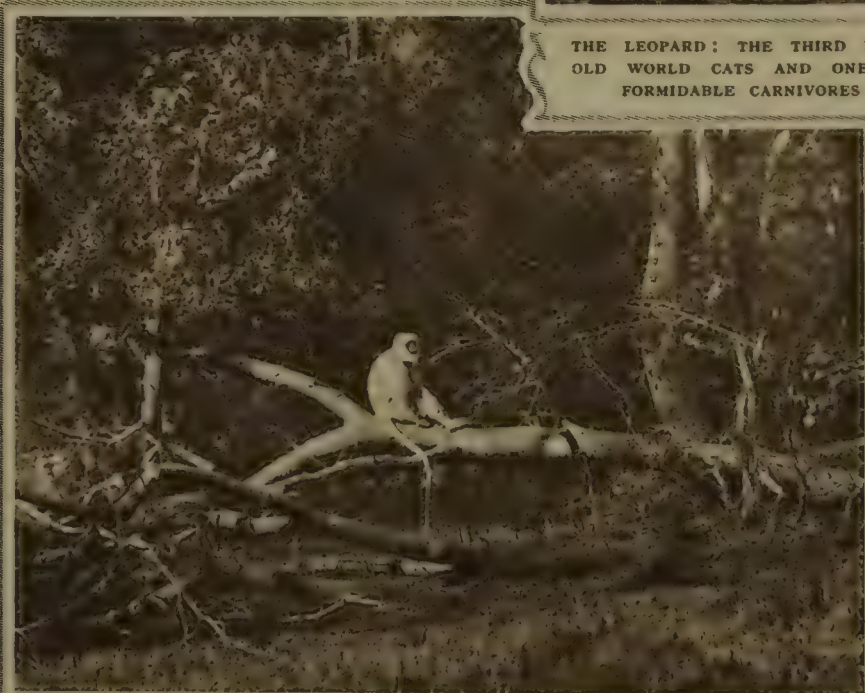
THE CHITAL, OR AXIS DEER: THE HANDSOMEST MEMBER OF THE DEER TRIBE, WITH FINE ANTLERS AND BEAUTIFUL SPOTTED HIDE.



THE LEOPARD: THE THIRD IN SIZE OF THE OLD WORLD CATS AND ONE OF THE MOST FORMIDABLE CARNIVORES OF INDIA.



THE SLOTH-BEAR: ONE OF THE MOST CHARACTERISTIC MAMMALS OF INDIA, FOUND ALMOST ALL OVER THE PENINSULA AS WELL AS IN CEYLON.



THE LANGUR, OR HANUMAN MONKEY: AN ANIMAL HELD IN VENERATION IN INDIA, WHERE IT IS SACRED TO THE GOD HANUMAN—A FINE MONKEY WITH A BLACK FACE AND LIGHTER HAIR.



THE INDIAN ELEPHANT: THE KING OF THE JUNGLE, STILL INHABITING WOODED DISTRICTS AND HILLS IN THE WILD STATE; AND COMMON IN INDIA AS A TAMED SERVANT OF MAN.

Mr. Champion's article on the opposite page gives a vivid picture of the varied country—the hills, plains, deserts, and forests—of India, and the equally varied fauna that abounds there. In spite of India's immense rural population, the country is so vast that there are extensive tracts where wild animals survive undisturbed by man, and in general the life of the jungle and of the village continue side by side. Moreover, the Indian Forest Service is doing good work in protecting wild species from the extermination which might threaten them.

The lion is almost gone from India, but tigers are still found in almost every part of the country, although the advance of cultivation, even more than the sportsman's rifle, has much reduced their numbers. The leopard, far commoner than the tiger, resists the encroachment of the fields. Wolves abound in open country, jackals are common, the wild dog, or dhole, hunting in packs, is found in all the wilder jungles, and the striped hyena wherever the wolf is absent. The sloth-bear and the Himalayan sun bear are the representatives of their kind.

SPORT IN INDIA: GAMES, POLO,

SPORT IN INDIA: A DECADE OF REMARKABLE PROGRESS.

By H.H. THE MAHARAJA OF PATIALA, G.C.S.I.

INDIA has always been a vision of obscurity to the other nations of the world, a land of myths and legends, of sacred rivers and ancient ruins. Only in recent years her activities—political, industrial, and social—have attracted the attention of the world. The striking progress of sport in the country, however, still lacks due recognition. In the last ten years every form of outdoor sport has developed amazingly and has come to be acknowledged as a vital aspect of national life. Organised and representative institutions of cricket, hockey, Olympics, are working in unison, nursed, shouldered, by the enthusiasm of a handful of honorary sportsmen, and the time is not far when India will hold her own against the world in the international arena of sport. By far the most important achievement is in the realm of hockey, where India was once the world's champion, at Amsterdam in 1928 and at Los Angeles in 1932. The recent successful tour of the Indian hockey team in New Zealand and Australia proves more than ever her ability to retain the twice-earned title at the Olympic Games at Berlin next year. No less important than hockey, cricket has come to be looked upon as a national game. Though India's cricket relations with England date back to almost seventy years, there was nothing of the consistent and efficient organisation that we have to-day. The establishment of a Board of Control for Cricket in India seven years ago led to the English tour of 1932, and the achievements of the Indian cricketers that year are too well known to be repeated. The visit of Jardine and his men last winter gave fresh impetus to the game, and now India is linking her cricket talent to the other Dominions of the Empire. We shall have the Australians in India this winter.

India will be in England next summer, and, if all goes well, the West Indies will be India's guests in the winter of 1937. These visits are of great importance. In the internal development, too, there has been striking progress. The cricket championship of India for the "Ranji" Trophy was inaugurated last year and the Board of Control has now planned an Inter-University Championship, in which seventeen Universities will participate. That is not all. The Cricket Club of India has come into being, a parallel to the M.C.C., the club has launched a scheme for constructing a modern club-house in Bombay, with a ground and stadium that will accommodate 50,000 spectators. The new structure will be India's monument to cricket—to the time-honoured sobriquet of "bat-ball fame"—which is daily killing racial prejudices and pulling down all social barriers that have stood in the way of national progress. Though my association as President of the Indian Olympic Association. Twice India competed in the Olympic Games and once in the British Empire Games, but performances at all these meetings have not been remarkable as compared with those of the other countries, though it is felt that the standard has been considerably improved. In Universities of India we are looking for fresh talent and, with the programme for training we have in view, India will soon have a few champions in international athletics. Enthusiasm for political emancipation and social reform has not prevented the women of India from taking a more serious and active interest in sport. There is a fallacious idea that Indian women, by virtue of their manners, customs, and traditions of the country, are debarred from participating in outdoor games. There are many instances in India of women's proficiency in riding and archery. The introduction of Western games has appealed to Indian women, and there are many to-day who would pursue the various forms of outdoor sport but for the lack of opportunity and the lack of powerful organisations to promote and support sporting activities. The recent developments in India have proved that there is an abundance of material, but for years India has concentrated on intensive propaganda for promoting sport for men only. In the last few years, however, there are signs of development of women's sport in India. A far greater number of Indian girls now play tennis and swim, and, in the last two years, women's hockey teams have sprung up in every major province in India. It was a rare thing to see college girls participating in any athletic event except perhaps for the egg-and-spoon race or needle race, but now we have girl competitors in long-distance cycle races, 100-yard sprint, hurdle race, and even a low-hurdle race. Indian women have taken to flying as efficiently as men. These are encouraging signs. There is still a lack of organisation among women. There are several institutions for promoting outdoor sport, but these are isolated, detached, provincial organisations confined to a particular town or a particular community. It has become necessary to establish a women's club of all-India importance. Very soon India may have a well-organised women's club which would offer amenities for tennis, hockey, athletics, golf, aviation, swimming, and indoor games. In fact, such a scheme is already being considered.

POLO IN INDIA.

By MAJOR A. A. FILOSE, C.I.H.

INDIA, as the home of polo, long enjoyed legendary fame as the country where everyone played that game. Although the time is long past when such may have been the case, it is still true that polo is played throughout the whole sub-continent, and that it can be played on a slender income. A polo season, on the average, lasts eight months. In some places play is possible throughout the year; a joy for the players, but how the ponies must welcome any temporary absence of their owners from home! The majority of players come from the Army and the Native States, but Calcutta provides many players from its business community; the Civil Service and the police produce some players, while in the planting districts there are many clubs where polo is enjoyed by hundreds of players. The interest in polo is not confined alone to the players. One has only to witness the scenes on "the Maidan" at Calcutta when the Jaipur team has won the championship to realise how great is the interest of the man in the street in the national game. Grounds vary considerably, all of them being much harder than those in England. Some of them are woefully dusty, others bumpy; few are ideal. They are not boarded along the side-lines, as are the English grounds, and the ball travels along them at a faster pace and goes further. The result is, generally speaking, a faster game than is seen in England. The "Waler" pony, bred in Australia, is still the best available, and, as in the past, the mainstay of polo in India. Famous shippers, like "Bob" Gove in Bombay, and "Ian" Macpherson in Calcutta, import each year well-shaped, clean-bred, sound-limbed ponies, the majority of which turn into first-class ponies. The Indian country-bred is an improving type. His undoubted advantage is that he trains to polo quicker than the Waler, but he does not enjoy the reputation for soundness which generations of Walers have earned, nor is he any cheaper to buy in the raw than the Waler who has travelled over 6,000 miles by sea alone. The best of the Waler who holds their own in international class is likely to first-class pony in the raw costs about £70, and it is possible to keep a stable of three ponies on about £120

RACING, AND PIGSTICKING.

a year. Far more time is devoted to the training of ponies than is the case elsewhere. The rank and file of the Indian Cavalry contribute many excellent pony-trainers, and the more expert of these command high wages in civil life. But no one contributes more to the success of polo than our old friend the "ayce" (groom). Year in, year out, he works away with but few holidays and never complaining; a good chap, quiet on a par with "Gunga Din." There are well over a hundred tournaments played annually throughout the country. As at present constituted, Jaipur is undoubtedly the best team in India—or elsewhere for that matter. Kashmir ranks next best. It was not always so. Now, like Jodhpur, Bhopal, Patiala, Kishenghar, Baria, Hyderabad, Indore, Ratlam, and Alwar have been just as famous in the past, but it must not be thought that because a team is named after the ruler of a State that all the members of that team come from that State. Far from it. This emphasises the difficulties against which regimental teams have to compete in open tournaments. A suitably chosen army in India would still make "the best ever" gallop. Finally, in far-off Manipur, where it was first discovered, the original game is still played on ponies no larger than the Shetland, whose only food is rice. The original ground is used, with its bank as the one side-line and its drain as the other. There is no limit to the number of players joining in the game; players come and go as they wish and only daylight ends the game. So that no visitor may ever be disappointed, the Manipuris permanently employ seven professional players, ever ready to make up the necessary minimum of eight. All that counts is the game itself; all that matters is that it shall be played.

HORSE-RACING IN INDIA.

By K. HATEL, Acting Secretary, Royal Calcutta Turf Club.

THE first race-meeting of which there is any authentic record was held at Madras in January 1795. There is no doubt, however, that meetings took place prior to this date, when the Army was not engaged in more serious business, but unfortunately no record was kept. The title of "Mansabdar" must be given, as this gentleman despatched yearly two or three batches of Arab ponies to India during the time he was Resident of Basra. In the early days Arab ponies almost entirely composed the fields, and continue to be a prominent feature of the Indian Turf in Western and Southern India. Till 1950 the Arab pony held his against Indian-bred horses and against those few imported from England, South Africa, and Australia. The example set by Madras was copied by sportsmen of Calcutta in November 1798 and by Bombay a month later. Other centres followed, and we find racing at Poona in 1818, whilst twelve years later race-meetings were held with varying degrees of success at Barrackpore, Mhow, Cawnpore, Bangalore, and at more than a dozen other stations not already noted in this brief review. In 1860 the building of a new grand-stand, and the change from morning to afternoon racing introduced eight years later, though at first unpopular, soon led to an increased interest being taken in the sport in Calcutta. On the Bombay side the Western India Turf Club was well established, and in 1869 the opening of the Suez Canal was to have a far-reaching effect on racing throughout the country by increasing the importation of horses from England. At the present day the English thoroughbred provides the largest percentage of horses in training. For several years (1857-63) Calcutta had held a race for the Victory's Cup. It was then allowed to lapse, and it was not till 1869, when the Viceroy (Lord Mayo) presented a piece of plate value Rs.1,000/-, that the race was revived. The Victory's Cup remains the oldest trophy on the Indian Turf. It is now contested over 1½ miles. A cup value £100 and about £380 was gained by the winner last season, whilst the second and third horses credited their owners with about £200 and £100 respectively. The distribution of prize-money for all races is in the same proportion as above, so that owners, as well as being bound by the rules of racing in force in India to run their horses out "for a place," are financially encouraged so to do. Improved railway facilities have enabled owners to travel to a far greater extent than formerly, and shortly before the opening of the present century the two Turf clubs in India agreed to reciprocate in all important matters affecting the interests of the sport they held under their charge. Steeplechasing and racing over hurdles, which the available records show were included in race programmes from almost the birth of the sport in India, continue to be catered for by the Royal Calcutta Turf Club. Pony-racing, which in the early days figured so prominently, came to an end, except for Arab ponies, in 1926. Racing takes place throughout the year, but it is during the cold-weather months, from November to March, that the most important meetings are held. They receive the patronage of His Excellency the Viceroy, whose candidature last season only failed by a neck to land the Victory's Cup for his sporting owner, and of a large number of influential British and Indian gentlemen. The future prosperity of the Turf lies in the hands of all those whose permanent or temporary home is India, and may be looked forward to with confidence.

PIGSTICKING IN INDIA.

By LIEUT.-COL. A. C. BROOKE, D.S.O., R.A.

HUNTING the wild boar with hounds and killing him on foot with spears when brought to bay is a sport almost as ancient as civilisation itself: there are frequent references to it in ancient history and it survives even to this day in a modified form in France. It seems probable that modern pigsticking was evolved from the old methods as horses improved in size and pace and as the art of equitation developed. Whatever its origin, pigsticking has for more than a century been the sport of sports for any Englishman in India who could afford to keep a horse, and it has no equal in the East for providing thrills and excitement. Wherever suitable cover, good food, and plenty of water exist, wild pig will thrive and multiply very quickly, if the activities of their enemies are kept within reasonable bounds. There are few parts of India where they cannot be found in sufficient numbers to provide sport, if the country which they inhabit or into which they can be driven is open enough and sound enough to allow a horse to cross it at a gallop with reasonable safety. Tent clubs exist in most civil and military stations where such conditions exist. All down the banks of the Ganges and Jumna they flourish exceedingly. Those at Meerut, Cawnpore, Delhi, Muttra, and Agra are some of the best-known on the banks of these great rivers, where the wide stretches of grass and show afford ample cover and good going. In many ways a tent club corresponds to a hunt club in England. It is managed by an honorary secretary who combines the duties of hunt secretary and M.F.H. in a hunting country at home. On him falls all the work of looking after the country, seeing to the covers, arranging the meetings, and providing the transport for his brother sportsmen while the meet lasts (a matter of anything up to ten days); and with him rests the decision as to how the country is to be beaten, and how the heats are to be arranged and posted.

(Continued on page 30).



THE CRICKET STADIUM WHICH IS BEING BUILT AT BOMBAY BY THE CRICKET CLUB OF INDIA: AN ARENA FOR INTERNATIONAL SPORT ON A MOST ATTRACTIVE SEASIDE SITE. The area of the new Cricket Stadium will be 80,000 square yards. The layout includes an up-to-date pavilion, members' and public enclosures on three sides of the ground to accommodate 50,000 spectators. There will be hard and grass tennis courts, an open-air swimming pool, and four squash courts.



GOLD TROPHIES FOR CRICKET IN INDIA: (LEFT) THE "ROHINTON BARIA" TROPHY, FOR THE INTER-UNIVERSITY CHAMPIONSHIP; AND (RIGHT) THE "RANJI" TROPHY, FOR THE CRICKET CHAMPIONSHIP OF INDIA.

For the "Rohinton Baria" Trophy, presented by Mr. Ardehir D. Baria, of Bombay, all the seventeen Universities of India compete. The "Ranji" Trophy, presented by His Highness the Maharaja of Patiala for the Cricket Championship of India, was competed for this year by seventeen Provincial Cricket Associations and was won by Bombay Presidency.



POLO IN INDIA: A TYPICAL ACTION SNAPSHOT—FROM THE INTER-REGIMENTAL MEET AT MEERUT BETWEEN THE 15TH LANCERS AND THE 10TH ROYAL HORSE.

Third in importance of the Indian polo tournaments, after the Championship at Calcutta and the Prince of Wales's at Delhi, is the inter-regimental, which is played at Meerut. Since the war the Central India Horse have won it five times, the P.A.V. Cavalry five times, the 15th Lancers four times, and the 10th Hussars once.



RACING AT CALCUTTA: THE STATE ARRIVAL OF THEIR EXCELLENCIES THE VICEROY AND THE COUNTESS OF WILLINGTON ON THE ROYAL CALCUTTA TURF CLUB'S COURSE; WITH THE VICTORY MEMORIAL IN THE BACKGROUND. The most famous horse of India is the Victory's Cup, run annually at Calcutta over a course of 1½ miles. The Royal Calcutta Turf Club was honoured with the title of "Royal" in 1913.



PIGSTICKING—ONE OF THE FINEST SPORTS IN THE WORLD: A SCENE AT THE MUTTRA CUP MEETING, 1935—THE R.A. MEERUT TEAM, THE EVENTUAL WINNERS, DISMOUNTED DURING A PAUSE IN THE PROCEEDINGS.



WITH THE MEERUT TENT CLUB: THE BRATERS AT THE MORNING MEAL BEING GIVEN THEIR FRUGAL BUT SUSTAINING BREAKFAST—TWO HANDFULS OF FRIED CHAM AND A LUMP OF BROWN SUGAR. The best-known pigsticking competitions in India are at the Kalpi Cup and the Muttra Cup. The former is a team competition, run on the basis of heats and in theory won by the horse, not the man; the latter is a team competition, open to teams of three from any recognised Tent Club or from any unit in the Army.

RAILWAY BRIDGES OF INDIA—SPANNING THE MIGHTY RIVERS OF THE LAND.



THE HARDINGE BRIDGE, OVER THE LOWER GANGES: FIFTEEN SPANS OF 345 FEET EACH, WITH THREE LAND SPANS OF 75 FEET—A FINE BRIDGE COMPLETED IN 1914.

INDIAN RAILWAYS: THEIR DEVELOPMENT AND IMPORTANCE.

By SIR GUTHRIE RUSSELL, B.Sc., A.M.Inst.C.E.,
Chief Commissioner of Railways, Railway Board, India.

COMMENCING ninety years ago from three experimental lines running from Calcutta to Ranigunj, Bombay to Kalyan, and Madras to Arkonam, with a total of 192 miles, the Indian Railways have expanded into an efficient and up-to-date organisation totalling 43,563 miles. When it is remembered that construction entailed untold difficulties and hardships, that dense jungle, burning deserts, immense rivers with beds dry one day, raging torrents the next, were obstacles to be surmounted quite apart from the ordinary difficulties usually encountered, and that disease

[Continued below.]



THE ATTOCK BRIDGE: A LINK IN THE MILITARY AND TRADE ROUTE FROM INDIA TO AFGHANISTAN BY WAY OF THE KHYBER PASS—THE INDUS SPANNED AS IT FLOWS THROUGH THE BARE HILLS OF NORTHERN PUNJAB.

[Continued.]

and fevers were ever present to take their toll of those engaged on the work, it must be admitted that India has indeed achieved a magnificent result which any country would be proud of. A glance at the systematic development of India's railways will show the untold value they have been to the country which is primarily agricultural. The grim spectre of famine has been banished, markets have been created, industries have arisen, and the danger of invasion has been minimised. India presents to the visitor not only a remarkable picture of industrial and commercial development, but also an unending variety of subjects to satisfy every taste, such as archaeology, history, art, scenery, mountains, plains, jungle, desert, rivers, customs, religions, etc.—a variety probably unequalled in any other country. For these visitors, whatever they may seek, the railways provide services to practically all the important centres, and it is only in a very few cases that journeys by car or bullock-cart have to be resorted to. Every effort is made by the Indian Railways to keep up to date in equipment and efficiency, and it is of interest to see what steps are being taken in connection with their rolling-stock to make these efforts successful. On the mechanical side, during recent years the designs of locomotives for the broad-metre and narrow-gauge systems have been standardised. Some eighteen types have evolved which embody the most up-to-date fittings and components dictated by modern running practice, economy, and efficiency. The standard passenger locomotives are of the Pacific type 4-6-2, and the goods locomotives are of the 2-8-2 type. The main characteristic is that wide fireboxes have been introduced, so as to give ample boiler capacity and the ability to burn low-grade fuel. Those responsible for the design of Indian Railway standard locomotives are at present concentrating on the development of types of engines which will perform extended traffic runs, thereby obtaining intensive utilisation and a considerable reduction in idle time. Experiments

[Continued above, on right.]



MR. P. R. RAU, THE FINANCIAL
COMMISSIONER OF RAILWAYS IN
INDIA.



SIR T. GUTHRIE RUSSELL, CHIEF
COMMISSIONER OF RAILWAYS IN
INDIA.



THE KEN BRIDGE, NEAR BANDA, UNITED PROVINCES: A TRIBUTARY OF THE JUMNA SPANNED BY A STRUCTURE OF 1899—ON THE JHANSI-MANIKPUR SECTION OF THE G.I.P. RAILWAY.

[Continued.]

have also been, and are being, carried out with other types of motive power. As an example may be mentioned the use of Diesel-electric locomotives in areas far removed from the coal-fields, where coal and water are expensive and scarce. Two Diesel 350-h.p. engines are already in use, and two large main-line broad-gauge 1300-h.p. units are expected to be delivered shortly for the service between Lahore and Karachi. Diesel-electric rail-cars are at work on the Baroda Railways, the Kalka-Simla Railway, and the Madras and Southern Mahratta Railway. In recent years a considerable step forward has been made by the adoption of electric traction for certain sections, and it is believed that India holds the proud position of having the longest electrified track in the British Empire. Electrification applies principally to the suburban traffic of the Great Indian Peninsula Railway, the Bombay Baroda and Central India

[Continued on page 884.]



THE PAMBAN RAILWAY BRIDGE: A DRAWBRIDGE ACROSS THE PAMBAN CHANNEL, CONNECTING THE MAINLAND WITH AN ISLAND IN PALK STRAIT, BETWEEN INDIA AND CEYLON.

INDIAN RAILWAY STATIONS: THE SPLENDOUR OF THEIR ARCHITECTURE.



RANGOON STATION: THE STARTING POINT OF THE BURMESE RAILWAY SYSTEM, WHICH RUNS MOSTLY NORTH AND SOUTH, PARALLEL WITH THE IRRRAWADDY, AND EXTENDS AS FAR NORTH AS MYITKYINA.



THE VICTORIA TERMINUS, BOMBAY; SERVING THE MAIN LINES OF THE G.I.P. RAILWAY: ONE OF THE FINEST RAILWAY STATIONS IN INDIA, OPENED IN 1929 BY THE GOVERNOR OF BOMBAY, SIR FREDERICK SYKES.



THE CENTRAL STATION AT CAWNPORE: AN IMPORTANT JUNCTION WHERE FIVE RAILWAYS MEET, AND AN EXAMPLE OF THE SUITABLE AND IMPOSING ARCHITECTURE OF INDIAN RAILWAY STATIONS.



LUCKNOW RAILWAY STATION: A NEW BUILDING IN AN INDIAN ARCHITECTURAL STYLE, OPENED BY THE GOVERNOR OF THE UNITED PROVINCES IN 1926—THE CENTRE OF THE RAILWAY SYSTEM OF OUDH.



HOWRAH STATION, CALCUTTA; SITUATED ON THE RIGHT BANK OF THE HOOGHLY: THE TERMINAL STATION AT WHICH THE MAIL TRAINS FROM BOMBAY, DELHI, AND MADRAS COMPLETE THEIR JOURNEY.



DELHI JUNCTION, ON THE NORTH WESTERN RAILWAY: A STATION TO WHICH RAILWAY LINES CONVERGE FROM THE SURROUNDING DISTRICTS OF THE PUNJAB, RAJPUTANA, AND THE UNITED PROVINCES.

In his accompanying article, which begins on the opposite page, Sir Guthrie Russell, Chief Commissioner of Railways in India, gives an account of their development and importance. He emphasises their special function, in addition to the ordinary ones of carrying passengers and goods and safeguarding internal peace, of protecting India from famine by facilitating the movement of grain. In this work the Indian railways have played and continue to play a most important part. The photographs of Indian railway stations on this page show

how successful architects have been in designing imposing buildings admirably suited to their purpose and at the same time harmonious with native architectural styles. Rangoon station suggests a Burmese building just as the stations of India owe the spirit of their design to Indian inspiration. Our photographs are reproduced by the courtesy of Indian State Railways—as is the beautiful reproduction in colours of the Taj Mahal at Agra which forms the outer cover of this number, as well as the photographs of bridges on the opposite page.

GREAT PORTS OF INDIA: CALCUTTA, BOMBAY, RANGOON, KARACHI, AND VIZAGAPATAM.

THE PORT OF CALCUTTA.

Nearly three centuries ago there stood three flourishing villages—Govindpur, Kalikatta, and Sutanuti-Hat—on the eastern bank of the Hooghly, in the marshy delta of a tropical river eighty-six miles from the sea. In 1690 Job Charnock, an English trader, driven away by the Moghul Emperor, selected this site for settlement. Instinct led him here, for he could not have made a better selection which would give him full facility of trade and reasonable security from disturbance for his trading mart. And it is on his grave that, "chance-directed and chance-erected," stands the port of Calcutta, the gateway to the second city of the British Empire.

The foreign traders selected this avenue of attacking the trade of India, for the waterways of the Ganges afforded the best means of access both to overseas and inland trade. Trade therefore is the keynote to the development of the Port of Calcutta. The growing trade gave an impetus to the expansion of the port. Various committees were formed and various schemes envisaged, but it was not till 1870, when a Port Trust was created, that ideas began to be translated into action.

Starting their work with four screw pile jetties fitted with steam cranes and sheds, a wharf for inland vessels, offices and certain minor works, the Commissioners for making improvements in the port of Calcutta can proudly claim within half a century a first-class port which ranks among the major ports of the world, both as regards the volume of trade handled and the facilities afforded. It commands more than one-third of the whole commerce of India. Apart from the moorings in the river, berths are maintained to accommodate forty-five vessels at a time.

The Commissioners have in contemplation extensive schemes for further improvement and development of the port, but these, unfortunately, have to be kept in abeyance owing to the world-wide trade depression. Signs of recovery have, however, begun to show themselves, and it is confidently hoped that this lull in the onward progress of the port of Calcutta will be but temporary.

THE PORT OF BOMBAY.

The beautiful and spacious harbour of Bombay is a natural deep-water harbour on the west coast of India. The harbour is some seventy square miles in extent and from four to six miles wide. It provides secure and ample shelter for ships at all seasons of the year. The great modern port which has been built along its western shore is the main gateway into India and one of the main distributing centres for its overseas trade. It is administered by a Board of Trustees. The port possesses three wet docks, the largest of which, the Alexandra Dock, has an entrance lock 750 ft. long and 100 ft. wide, enabling ships to be docked at all states of the tide. There are two dry docks, one of which, the Hughes Dock, has a length of 1000 ft., a breadth of 100 ft., and is the largest in the East. The port possesses its own railway which serves not only the docks, the petrol, kerosene and fuel oil installations, but the general depôt, the great cotton depôt, and the depôts of manganese ore and coal. The cotton depôt,

Nearly 100 acres of the port's land has been leased for petrol, kerosene and fuel oil installations. A special pier is provided at the north

of the harbour for discharge of petrol and kerosene, which is pumped about 5½ miles to the installations. There is provision for the bunkering of ships in dock and at the harbour wall berths with fuel oil.

Like other ports in the world, Bombay is suffering from the slump in international trade, but during the year



SHIPPING IN RANGOON HARBOUR: SAFE ANCHORAGE AND MODERN TRAFFIC WHARVES IN ONE OF THE LARGEST PASSENGER PORTS IN THE WORLD; WITH PART OF THE CITY IN THE FOREGROUND.

1934-35 over 5000 steamers entered the port and 1775 vessels of an aggregate nett registered tonnage of 6,507,072 tons were docked. The facilities for passenger traffic at Ballard Pier and for their direct despatch by rail to all parts of India are considered to be as good as anywhere in the world.



THE PORT OF KARACHI: A GENERAL VIEW OF ITS WHARVES AND ANCHORAGES; SHOWING (LEFT FOREGROUND) THE RECLAMATION FOR THE NEW WEST WHARF, TO PROVIDE BERTHS FOR FOUR LARGE SHIPS; (MIDDLE FOREGROUND) THE EAST WHARF; AND IN THE DISTANCE THE TOWN OF KARACHI.

THE PORT OF RANGOON.

The port of Rangoon was established in 1853, the year after the British occupation of Burma. It was administered by various local bodies until the year 1880, when the existing Port Authority was constituted under the Port Commissioners Act of 1879. Since the establishment of the present controlling authority a little over half a century ago, the trade of the port has seen very rapid growth and expansion.

Rangoon, the capital of Burma and the third largest port in the Indian Empire, is situated at a distance of twenty-five miles from the sea on the Rangoon River, a branch of the Irrawaddy River system. The nerve-centre of the 2000 miles of the Burma Railway that traverse the province, and of a great inland water transport system over the Irrawaddy and its branches, the port forms the gateway through which passes over ninety per cent. of overseas trade of the province. The country's exports comprise mainly rice, timber, petroleum, and minerals, while its chief imports are piece-goods, machinery, and other manufactured articles.

The dependence of Burma on seasonal immigrant labour makes Rangoon one of the largest passenger ports in the world. The average number of passengers embarking and disembarking each year exceeds half a million. In order to keep pace with the rapidly expanding trade requirements of the post-war period, a comprehensive programme of port development has been undertaken by the Commissioners within the past decade. For the initiation and carrying out of this scheme of expansion, much credit is due to the port's present chairman, Sir John Cherry, C.I.E.

THE PORT OF KARACHI.

Karachi, the third port of importance in India proper, is the nearest Indian port to Europe. Besides being a port of call for ocean-going and coasting vessels, it is also the first Air Port of India, is connected with two important railway systems and with a number of trade routes from Afghanistan, Kalat, and Central Asia. In 1931 four new berths were opened on the west side of the harbour. These berths are on a continuous line of deep-water quay wall and give accommodation for ships 550 ft. long and having a draught of 32 ft. In order to deal with the anticipated heavy increase of produce (Karachi has in the past been handling approximately eighty per cent. of the wheat export of India) from the vast areas brought under cultivation by the new Lloyd Barrage at Sukkur, with its great system of irrigation canals, a new export yard, of about twice the area of the present yards, is projected; and the reclamation of this area by means of dredgings pumped by a powerful suction-pump is now completed. Port charges at Karachi are kept as low as possible; and the port is probably the cheapest in the East. It is perhaps the quickest, too, in handling and despatching cargo ships.

THE PORT OF VIZAGAPATAM.

Vizagapatam Harbour, situated on the east coast of India, was publicly declared open for ocean-going vessels by the Earl of Willingdon, Viceroy of India, on Dec. 19, 1933. The opening ceremony marked the achievement of a scheme which was first conceived in 1858, when a group of engineers reported to the East India Company that the interests of Indian commercial development required efficient ports at Karachi, Cochin, and Vizagapatam. The almost startling parallel which can be drawn between the histories of the British political dream for India and this British commercial dream for India, and the achievement of both during the present viceroyalty, are matters which provide food for thought and grounds for legitimate pride. A race which conceives great projects requiring nearly a century for their realisation, and pursues an undeviating course through the years to their achievement, is a race which makes history and moulds the world. The passing of the Government of India Bill marked the realisation of a great political dream. The opening of Vizagapatam Harbour marked the realisation of a great commercial dream.

The harbour design which was finally adopted was to dredge to an adequate depth portions of a large, swampy area, almost surrounded by hills, which drains into the sea through a channel some 500 ft. wide at its narrowest point. The dredged soil was utilised to reclaim other portions of the swamp, so as to provide adequate land above flood-level for wharves, warehouses, railway lines, offices,



THE HARBOUR ENTRANCE CHANNEL AT VIZAGAPATAM, ON THE EAST COAST OF INDIA, WHICH HAD TO BE PROTECTED AGAINST SAND DRIFT BY A BREAKWATER AND DREDGING: A PORT OF GROWING IMPORTANCE.

which covers nearly 127 acres and is the largest of its kind in existence, contains 178 reinforced-concrete godowns with storage accommodation for a million bales, and another million bales can be stored in fair weather on raised plinths.



H.M.S. "COLOMBO" ENTERING VIZAGAPATAM HARBOUR: THE NARROW CHANNEL CONNECTING THE SEA WITH A LARGE AREA WHICH WAS ONCE A SWAMP AND IS NOW AN UP-TO-DATE HARBOUR AND PORT.

and all the appurtenances of a modern port. The rapid success of the harbour can be judged from the fact that during the first four months of the current financial year it handled 107 ocean-going vessels, more than 200,000 tons of trade, and 14,410 passengers.

CALCUTTA AND BOMBAY: TWO OF THE WORLD'S GREAT PORTS.



THE PORT OF CALCUTTA AND ITS LIFE-BLOOD, THE HOOGHLY: THE UPSTREAM END OF THE JETTIES IN WHAT IS THE SECOND CITY OF THE BRITISH EMPIRE AND THE PORT WHICH COMMANDS MORE THAN ONE-THIRD OF THE WHOLE COMMERCE OF INDIA.



THE GATEWAY OF THE VISITOR FROM EUROPE TO INDIA: BALLARD PIER AND BALLARD ESTATE, BOMBAY, WHERE PASSENGER TRAFFIC IS LANDED; WITH ALEXANDRA AND OTHER DOCKS IN THE BACKGROUND.



ALEXANDRA DOCK, BOMBAY—THE LARGEST OF THE THREE WET DOCKS OF THE PORT: AN AIR VIEW LOOKING SOUTH OVER THE SHIPPING, WHARVES, AND BUILDINGS TOWARDS COLABA POINT.

An article on the opposite page gives a brief account of how the Port of Calcutta grew from small beginnings three centuries ago to become to-day the gateway to the second city of the British Empire. During the year 1934-35, 1217 vessels entered Calcutta Port, with a gross tonnage of 6,831,658; and 1216 vessels left, with a gross tonnage of 6,836,143. The chief commodities exported during the year were coal (2,435,164 tons), pig-iron (422,203 tons), wheat and seeds (110,208 tons), manganese ore (233,489 tons), and jute (107,436 tons), besides great quantities

of rice, tea, hides and skins, gunnies, and shellac; whereas the chief imports were cotton piece-goods (92,815 tons), petroleum (366,795 tons), and much machinery, galvanised iron sheets, wheat and seeds, and timber. The harbour of Bombay, which is also described on the opposite page, is a magnificent natural harbour, some seventy square miles in extent and from four to six miles wide. The port possesses three wet docks, the largest of which is the Alexandra Dock, and two dry docks, one of which, the Hughes Dock, is the biggest in the East.

PEOPLES OF INDIA: A DIVERSITY OF RACE, LANGUAGE, AND RELIGION.



A BENGALI SADHU AT KURUKSHETRA FAIR: AN ASCETIC WHO PRACTISES IN THEIR STRICT FORM THE TENETS OF HIS RELIGIOUS ORDER.



A SIKH PRIEST AT THE GOLDEN TEMPLE, AMRITSAR, IN THE PUNJAB—THE RELIGIOUS CENTRE OF THE SIKH BROTHERHOOD.



A HINDU TYPE FROM TRAVANCORE, SOUTH INDIA—A STATE WHERE HINDUS FORM TWO-THIRDS OF THE POPULATION.



A WOMAN AND CHILD OF THE MALABAR COAST, THE STRIP OF LAND BETWEEN THE WESTERN GHATS AND THE ARABIAN SEA.



A WOMAN OF SIND—A PROVINCE OF BOMBAY PRESIDENCY WHERE THE LANGUAGE IS A SPECIAL ARYAN DIALECT.



A LEPCHA LAD FROM DARJEELING: A TRIBE WHICH FORMED THE ABORIGINAL INHABITANTS OF SIKKIM, IN THE HIMALAYAN FOOTHILLS.



A WOMAN OF THE PUNJAB, WHERE AN INDO-ARYAN PHYSICAL TYPE PREDOMINATES IN THE POPULATION.



A BHOTIA WOMAN: A MEMBER OF THE DOMINANT RACE OF BHUTAN, LIVING IN THAT STATE AND IN NEIGHBOURING SIKKIM AND TIBET.



A YOUNG SANTAL BOY FROM RANCHI, CHOTA NAGPUR: ONE OF THE ABORIGINAL, PRE-DRAVIDIAN RACE SURVIVING IN INDIA.

In the 1,800,000 square miles of the Indian Empire there lives a population, according to the 1931 census, of 353 millions—nearly one-fifth of the people of the earth. By these 353 millions there are 222 different languages spoken. Of these languages, twenty are spoken by over a million people and twelve by over seven millions each. The racial origins of the people are as diverse as their languages; but the geographical limits within which the various languages are

spoken do not correspond at all accurately with racial distribution. Although much fusion has gone on between the different races of India, eight main racial types have been distinguished. They have been classified as follows: (1) the aboriginal or pre-Dravidian type, surviving in the short platyrrhine men of certain scattered primitive tribes of the forests and jungles, such as the Santals and Bhils. (2) The Dravidian type, extending from Ceylon all over the southern peninsula

(Continued opposite.)

PEOPLES OF INDIA: SOME OF ITS HETEROGENEOUS RACIAL TYPES.



A DECCANI MOSLEM: A YOUNG CAVALRYMAN IN THE ROYAL DECCAN HORSE—A FINE TYPE OF THE INDIAN SOLDIER.



A SIKH GENTLEMAN OF THE PUNJAB—THE PROVINCE TO WHICH THOSE OF THE SIKH RELIGION ARE ALMOST RESTRICTED.



A RAJPUT: ONE OF THE DOMINANT CLASS OF RAJPUTANA, BRAVE AND CHIVALROUS, AND GOOD AT FARMING.



A HYDERABAD MOSLEM OF SOLDIER TYPE; WHO WAS SERVANT TO THE EARL AND COUNTESS OF ATHLONE ON THEIR LAST VISIT TO INDIA.



A BAHAWALPURI MAN OF KHANPUR, WEARING THE CHACHARAN CAP: A PARTICULARLY STRIKING NATIVE TYPE FROM THE PUNJAB.



A MOHAMMEDAN OF MAULVI, ASSAM—A NORTH-EASTERN PROVINCE WHERE MOSLEMS FORM 32 PER CENT. OF A HETEROGENEOUS PEOPLE.



A KALI SIKH: ONE OF THE MACNICENT STURDY PEASANTRY OF THE JAT RACE TO WHICH THE MAJORITY OF THE SIKHS BELONG.



A SHEPHERD OF AGRA: A TYPE FROM THE UNITED PROVINCES, WHERE 89 PER CENT. OF THE PEOPLE IS RURAL.



A HINDU SADHU AT KURUKSHETRA MELA: A SAINT-LIKE DEVOTEE, WHO MAY BELONG TO ANY ONE OF SEVERAL RELIGIOUS ORDERS.

Continued.]

up to the Ganges Valley. (3) The Indo-Aryan type, in Kashmir, tailing off into the Punjab and Rajputana. (4) The Aryo-Dravidian or Hindustani type in the Gangetic valley—the product of the absorption into a mainly Dravidian population of colonies from the more definitely Indo-Aryan country further west. (5) The Scytho-Dravidian type, running east of the Indus, down through Gujerat and the western part of Bombay, and represented chiefly by the Mahrattas. (6) The

Turko-Iranian type, found west of the Indus on the north-west frontier and in adjoining districts. (7) The Mongoloid type, in Burma, Assam, and among the foothills of the eastern Himalaya, clearly originating in China and Tibet. (8) The Mongolo-Dravidian type, probably a blend of Dravidian and Mongoloid elements, with an additional strain of Indo-Aryan blood in the higher groups, of which the Bengalis are unmistakable representatives.

AGRICULTURE IN INDIA:

CROPS OF EXTRAORDINARY VARIETY, AND THEIR BENEFIT FROM SCIENTIFIC RESEARCH.

By J. F. J. SHAW, D.Sc. (Lond.), A.R.C.S., F.L.S., Director of the Imperial Institute of Agricultural Research.

AGRICULTURE is the oldest and most important of human industries, and in no country in the world is it a more important factor in national life and prosperity than in India. In agriculture India holds a unique position in the British Empire. Stretching from the latitude of Cairo to within a few degrees of the Equator, it embraces an enormous variety of soils and climates, and the produce of the soil ranges from the important crops, such as wheat, of temperate countries to rubber and coconuts, which are the products of tropical lands.

India is a country with an ancient civilisation of its own, and, in common with other arts, an indigenous system of agriculture has flourished for centuries. This indigenous system of agriculture, based as it is on the cumulative experience of generations, contains much that is valuable, and in general gives the cultivator a return for his labour without involving him in expenditure on expensive implements and fertilisers. The return which the cultivator gets is, under these circumstances, low, and the efforts of the agricultural departments in India have for the last forty years been directed towards the improvement of the quantity and quality of the products of Indian agriculture and the raising of the standard of living among the peasantry. There could be no more potent factor in the improvement of the trade of the world than an increase in the purchasing power of the 350 million people of India.

Departments of Agriculture have been set up all over India, and each province has a department which is concerned with the investigation of local problems and agricultural education. The Government of India itself maintains an Imperial Council of Agricultural Research for the financing of schemes of research, and a Central Agricultural Department for the study of problems of all-India importance, and for imparting advanced technical instruction in various branches of agricultural science. Recently (January 1934) the Agricultural Research Institute of the Central Government at Pusa was destroyed in the great Bihar earthquake, and it is now being rebuilt at Delhi. The crops which constitute the staple products of India may be divided up in an economic sense into two classes—food crops, which the cultivator eats, and money crops, which he sells. Wheat, rice, and various pulses are typical of the former; tobacco, jute, and cotton are good examples of the latter.

Wheat in India covers about 30 million acres, stretching from Bengal to the North West Frontier Province and south into the Central Provinces. The annual production

compare favourably in bread-making properties with the wheats which are imported into the United Kingdom from Canada. Two wheats, known as "Pusa 111" and "Pusa 114," have been produced. The former has proved to be equivalent in value to a good Manitoba wheat, and the latter is remarkable for its disease resistance and its suitability for cultivation in the large areas of land

which are irrigated from the Sukkur Barrage.

Extensive research on the improvement of rice is in progress all over India. Nearly every province has a special staff of its agricultural department engaged on this work, and the various schemes, which are financed by the Imperial Council of Agricultural Research, have now been in existence for about four years and are beginning to yield results. The pioneer work in breeding improved varieties of rice was carried out at Dacca and Coimbatore from fifteen to twenty years ago, and several rices of high yielding power were evolved and have been successful with cultivators in these provinces.

as the result of improvements in the raw material of the industry due to agricultural research. Twenty years ago India imported large quantities of sugar from Java. Work on sugar-cane was commenced in 1914 at a sub-station of the Central Department of Agriculture in Coimbatore, and as a result of this work the famous "C.O." canes have been bred and have spread all over Northern India. These canes are remarkable for their very high yielding power and sugar content, and it is not too much to say that the 123 sugar-mills which are now working in India owe their existence to the improvement in the sugar-cane crop which has resulted on the introduction of "C.O." canes. Imports of sugar have, of course, largely decreased in recent years, as the production of sugar within the country has increased with the establishment of new mills.

Cotton is a very important crop in the Punjab, Western India, and Madras. A special committee—the Indian Central Cotton Committee—which consists of members of the trade and officials, has been established to control and co-ordinate research on this crop.

Jute is one of the most important crops in Bengal. It is the fibre from which sacks are made, and ninety-five per cent. of the world's production is from Eastern Bengal.

The plant is related to the lime tree, belonging to the same natural order, and grows in a straight, tall stem from six to twelve feet high. The fibre is extracted from the stems by soaking the cut stems in water and allowing bacterial action to destroy the softer tissues of the stem. The agricultural laboratory at Dacca has produced many varieties of improved jute which are now widely spread in Bengal.

Tobacco is a crop which has assumed a new importance in India in recent years. There are approximately 1,000,000 acres under tobacco in India, and until recently this crop consisted almost entirely of coarse dark native tobaccos. The introduction of American varieties and their hybridisation at Pusa with Indian tobaccos has given several kinds which will grow well in India and will yield a leaf suitable for cigarette manufacture. Experiments at Pusa in 1926 showed that it was possible to cure this leaf to the colour necessary for the modern cigarette, and a large manufacture of cheap cigarettes is now developing in the country. Several thousand flue-curing barns are estab-

lished, mostly in the Guntur district, and a new and profitable industry has been added to the cultivators' resources. Owing to the preference duty on Empire-grown tobacco, Indian tobacco now plays a part in the production of pipe tobacco for the United Kingdom market.

The development of the use of mechanical cultivation in India has been investigated by various agricultural departments for the past twenty years, with very important results. Expensive machinery is outside the purview of the small cultivator to-day, but co-operative effort and contract ploughing may place it in his reach.

The production of improved and heavier yielding varieties of crops and their distribution to the cultivator must be accompanied by the introduction of improved methods of agriculture if the benefit of the new varieties



THE EFFECT OF THE SPEED OF TRACTOR-DRAWN IMPLEMENTS ON SOIL TILTH: (LEFT) A THOROUGHLY PULVERISED FURROW SLICE AND A SMOOTH SURFACE AFTER WORK AT FIVE MILES AN HOUR; AND (RIGHT) OPEN FURROWS AND FURROW SLICE LESS BROKEN AFTER WORK AT 2½ MILES AN HOUR.

The result of investigations on these lines begun at Pusa in 1932-33 was to show that faster work on the land did no harm to the yields of the subsequent crops. The Vickers tractor of 23/40 h.p. was used for the work.

Oil seeds are a crop of great importance in Indian agriculture, and, as a result of the Ottawa Trade Agreement, Indian vegetable oils and oil seeds now enjoy substantial tariff preferences in the United Kingdom. To exploit fully the advantages of these tariffs, work on the improvement of oil seeds is essential and is in progress at various centres in India. Linseed is one of the oil seeds on which extensive investigations have been made, with the object of producing a white or yellow seed of high oil content and good yielding power. White or yellow colour in the seed is preferred to brown, as the lighter coloured seeds yield a white oil. Generally speaking, it is believed that high oil content is associated with large size in the seed, and because of this belief "bold" seed commands a higher price than small-seeded types. The types of linseed, however,

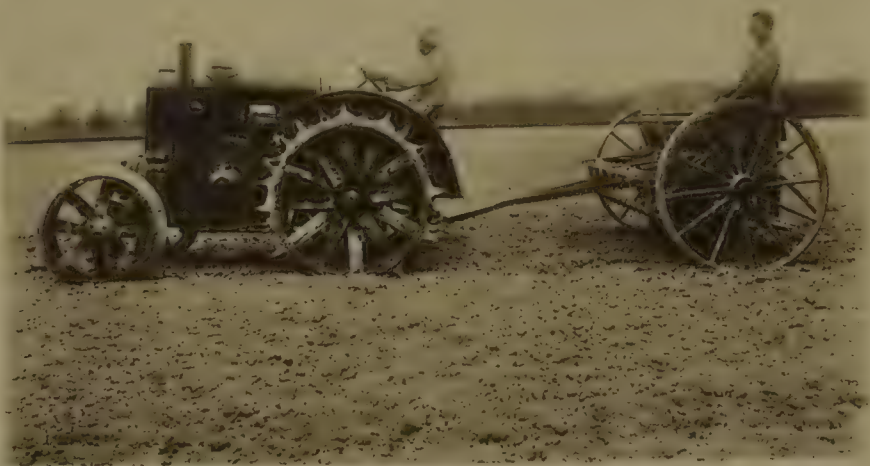


A SEED DRILL DRAWN BY BULLOCKS: ONE ACRE PER HOUR SOWN BY THE OLD-FASHIONED METHOD—A CONTRAST WITH THE TRACTOR ON THE RIGHT.

of wheat is about 10 million tons. The study of Indian wheats and the development of improved types was commenced at the Agricultural Research Institute, Pusa, in 1905, and to-day the improved wheats produced at Pusa cover several million acres in Northern India. The wheat varieties which were bred in early years were generally successful, on account of their yielding power being higher than that of the ordinary country wheat. In recent years a search has been made for high quality wheats which would

which grow and yield well in Gangetic India are the small-seeded types, and, with the object of producing a large-seeded type capable of good yield in the Gangetic alluvium, crossing has been carried out between small-seeded types which grow well in Northern India and "bold"-seeded types which grow well in Peninsular India. Numerous hybrids have been produced of high oil content and medium seed size.

Sugar-cane perhaps furnishes the most striking example in Indian agriculture of a great industry which has developed



A SEED DRILL DRAWN BY A TRACTOR—SOWING THREE ACRES PER HOUR: AN IMPLEMENT THREE TIMES SPEEDIER THAN BULLOCK POWER.

is to be maintained. The indigenous methods of agriculture are based on the natural regeneration of fertility which takes place by leaving the soil open in the hot weather and by a rotation of crops. In the greater part of the plains of India, cattle manure is the fuel of the village and a valuable source of organic manure is lost to the land. Agricultural departments in India have done much to raise the level of agricultural practice; but, in a country where the cultivator is generally poor and without capital, the process is slow.

INDIAN AGRICULTURE: VARIED CROPS; AND THEIR METHODS OF PRODUCTION.



SUGAR-CANE: A PHOTOGRAPH SHOWING TWO VARIETIES — (RIGHT) C.O. 331, SELECTED RECENTLY AS A LATE SEASON CANE, FOR APRIL AND MAY CRUSHING; AND (LEFT) C.O. 213, THE STANDARD VARIETY OF NORTH BIHAR.



A FIELD OF LINSEED, WHICH GROWS WELL IN GANGETIC AND PENINSULAR INDIA; SHOWING SELECTED PLANTS "BAGGED" TO ENSURE SELF-POLLINATION, SINCE SEEDS OF PLANTS SO PROTECTED MAY BE RELIED ON TO "BREED TRUE."



A FIELD OF PUSA HYBRID 142 CIGARETTE TOBACCO: A VARIETY SELECTED FROM THE PROGENY OF A CROSS BETWEEN ADCOCK, AN IMPORTED VARIETY, AND PUSA T.28, WHICH IS INDIGENOUS; COMBINING GOOD QUALITY WITH HARDINESS.



A JUTE FIELD: THE FIBRE FROM WHICH SACKS ARE MADE AND ONE OF THE MOST IMPORTANT CROPS OF BENGAL, WHENCE COMES 95 PER CENT. OF THE WORLD'S PRODUCTION.



HOW JUTE IS EXTRACTED IN BENGAL: THE FIBRE STRIPPED FROM THE STEMS AND WOUND ROUND THE MAN'S RIGHT ARM, AFTER IT HAS LAIN IN A POOL FOR SEVERAL DAYS TO ROT THE STEMS.



"GANJA," OR INDIAN HEMP, BEING PREPARED; SHOWING THE FINISHED PRODUCT ON THE RIGHT: A POTENT DRUG WHOSE CULTIVATION IS STRICTLY CONTROLLED IN INDIA BY GOVERNMENT.

On the opposite page Dr. Shaw, the Director of the Imperial Institute of Agricultural Research, contributes a most interesting article on Indian agriculture and the way it is benefited by scientific research. The Institute's building at Pusa was destroyed in the great Bihar earthquake of January 1934, but it is being rebuilt at Delhi. Here we give photographs of stages in the production of sugar-cane, jute, linseed, tobacco, and Indian hemp. Jute plants, when the

crop is ready, are tied up in bundles and immersed in pools for several days. There, by the action of bacteria in the water, the soft tissues of the stem become rotted and the fibre can then be pulled off the central wooden core. Indian hemp is obtained from the unfertilised female flower of the plant *Cannabis sativa*, and all male plants have to be destroyed in the field to prevent fertilisation. Our photograph shows the unfertilised female inflorescences being trodden flat.

TEA CULTIVATION IN INDIA: THE FOREMOST OF THE PLANTING INDUSTRIES.



A TEA FACTORY IN THE NILGIRIS (BLUE MOUNTAINS) OF MADRAS: A CENTRE OF THE INDUSTRY IN SOUTH INDIA, WHERE 120,000 ACRES ARE NOW UNDER TEA, MOSTLY PLANTED SINCE 1893.



GIRLS PLUCKING TEA IN SOUTH INDIA, WHERE THE INDUSTRY IS OF MORE RECENT DEVELOPMENT THAN IN ASSAM AND BENGAL: WORKERS TYPICAL OF THE LABOUR EMPLOYED.



A COOLIE WOMAN PLUCKING TEA IN THE DOOARS; WITH ORNAMENTS OF GOLD AND SILVER—A POPULAR WAY OF INVESTING SAVINGS.



HOW TEA CHESTS ARE CARRIED FOR DESPATCH IN THE PLANTATIONS OF NORTHERN BENGAL: COOLIES WITH FOREHEAD BANDS NEAR DARJEELING.



PLUCKING TEA, WITH HER BASKET STRAPPED TO HER HEAD: A GIRL OF SOUTH INDIA, WHENCE MUCH LABOUR IS RECRUITED FOR THE NORTH.



TEA SEEDS, A LITTLE LESS THAN ACTUAL SIZE; SHOWING THEIR OUTER SHAPE AND THE INSIDE AFTER THE COVERING HAS SPLIT: A PLANT BRED FROM THE WILD TEA FOUND IN ASSAM.



A DEVICE FOR SORTING TEA INTO GRADES—IN USE IN A FACTORY NEAR DARJEELING: AN IMPORTANT PROCESS IN MANUFACTURE; THE GRADES DEPENDING MAINLY ON THE SIZE OF THE LEAF.

The production of tea in India to-day represents forty per cent. of the world's output; and its cultivation has replaced indigo as the chief article of European capital. "The real tea," we read in the "Encyclopædia Britannica," "is a plant akin to the camellia and grows wild in Assam, being commonly found throughout the hilly tract between the valleys of the Bramaputra and the Barak. There it sometimes attains the dimensions of a large tree; and from that, as

well as from other indications, it has been plausibly inferred that Assam is the original home of the plant, which was thence introduced at a prehistoric date into China." It is interesting if this is so, because, in the early nineteenth century, tea seeds imported from China back into Assam started the Indian tea industry. In his article on page 886, Mr. F. E. James gives an account of the great development of the industry, and deals also with coffee and rubber.

WONDERS OF INDIA: FAMOUS SACRED CITIES OF THE HINDUS AND JAINS.



BENARES, IN THE UNITED PROVINCES: ONE OF THE SEVEN HINDU SACRED CITIES AND THE BOURNE OF A GREAT ANNUAL PILGRIMAGE—PART OF THE RIVER FRONT ON THE GANGES, SHOWING (IN CENTRE) THE MOHAMMEDAN MOSQUE OF AURANGZEB, WITH ITS PAIR OF LOFTY MINARETS.



A SACRED CITY OF THE JAINS IN KATHIAWAR: SATRUNJAYA, OR THE HOLY MOUNTAIN—A VERITABLE CITY OF TEMPLES, OF WHICH THERE ARE NO FEWER THAN EIGHT HUNDRED AND SIXTY-THREE WITHIN A COMPARATIVELY SMALL AREA, WITH PRACTICALLY NO OTHER BUILDINGS.

Benares, one of India's oldest cities, is a great centre for the Hindu worship of Siva, and is visited annually by about a million pilgrims. In the twelfth century Moslem conquerors destroyed 1000 temples there, and replaced them by mosques. The Emperor Aurangzeb (1658-1707) is said to have demolished the oldest and most sacred Siva temple and built on its site the great mosque shown in our

illustration, with its two minarets 232 ft. high.—Satrunjaya, in the Kathiawar peninsula, is a Holy Mountain of the Jain religion. The hill-top consists of two ridges, and both these ridges, together with two large enclosures in the intervening valley, are surrounded by massive battlemented walls. There are 863 temples in all, and practically nothing else within the city.

WONDERS OF INDIA: GREAT BUILDINGS IN THE PUNJAB AND RAJPUTANA.



THE JAMI MUSJID AT DELHI: A FAMOUS MOSQUE IN THE OLD CITY OF THE MOGHUL EMPERORS, BUILT IN THE SEVENTEENTH CENTURY AND STUBBORNLY HELD BY THE MUTINEERS DURING THE SIEGE OF DELHI IN 1857.



A PICTURESQUE SHRINE IN THE PUNJAB SEEN AGAINST A BACKGROUND OF MOUNTAINS: THE TEMPLE AT KANGRA, A CENTRE OF HINDU PILGRIMAGE IN THE KANGRA VALLEY, BETWEEN AMRITSAR AND DALHOUSIE.



NEAR LAHORE, THE CAPITAL OF THE PUNJAB: THE MAUSOLEUM OF THE EMPEROR JEHANGIR AT SHAHDARA—THE INTERIOR OF THE OCTAGONAL CHAMBER CONTAINING THE MARBLE CENOTAPH, COVERED WITH *PIETRA DURA* INLAY.



THE MAGNIFICENT FORT AT JODHPUR, CAPITAL OF THE RAJPUT STATE OF THAT NAME—A VIEW OF THE EAST SIDE, WITH THE CITY BELOW; SHOWING PART OF THE MODERN ROAD WINDING UP THE ROCK.

The Jami Musjid, a great mosque in old Delhi, was begun in 1644 but not finally completed till 1658, the year in which Aurangzeb deposed his father, Shah Jehan. The great doors of the main gateway were opened only for the Moghul Emperor, as to-day only for the Viceroy or the Governor of the Punjab. The three domes are of white marble, and the two minarets are 130 ft. high. At the storming of Delhi by the British during the Mutiny, in 1857, this mosque was strongly held, but was eventually captured.—The beautiful Kangra Valley, through which runs a railway (opened in 1928) that has been called a triumph of engineering, contains three

important centres of Hindu pilgrimage—Kangra itself, Jawala Mukhi, and Baijnath.—The mausoleum of Jehangir is at Shahdara, four miles from Lahore. The cenotaph is of white marble, inlaid with *pietra dura* work, and stands in the centre of an octagonal chamber. On the east and west sides are the ninety-nine names of God, beautifully carved, while on the southern side is inscribed "The Glorious Tomb of His High Majesty, Asylum of Pardon, Nur-ud-din Mohammed, the Emperor Jehangir," 1627 A.D. On the four sides are exquisite screens of lattice work. The lamp over the tomb was the gift of the Maharao of Kotah.—The great Fort at Jodhpur is magnificently situated on a precipitous hill 400 ft. above the city and plain. The rock is scarped on every side, particularly at the southern end, where the Palace stands on the edge of a sheer cliff 120 ft. high. The crest of the hill is encircled by strong walls with numerous round or square towers. A modern engineered road winds up the slopes to a massive gateway. At the top of the rock are the Old Palaces, whose windows command a wonderful view of the city of Jodhpur lying below.

WONDERS OF INDIA: BUILDINGS AND SCULPTURE OF THE SPLENDID PAST.



AT JUNAGADH, IN KATHIAWAR: THE VASTUPALA TEMPLE, DATING FROM 1177 A.D.—ONE OF THE FAMOUS JAIN TEMPLES ON THE SLOPES OF MT. GIRNAH, AND CONSISTING OF THREE TEMPLES JOINED TOGETHER.



NEAR MYSORE CITY: THE COLOSSAL FIGURE OF NANDI, THE SACRED BULL OF SIVA, 16 FT. HIGH AND HEWN OUT OF THE SOLID ROCK—A WORK DATING FROM 1659 A.D.

Junagadh, in the Kathiawar peninsula, is one of the most picturesque towns in India. The principal feature of its surroundings is Mt. Girnah (about 3670 ft.), on whose slopes are a number of Jain temples, some of them said to be among the most ancient in the country. The one shown in our illustration is the Vastupala Temple, built in 1177 A.D. by the brothers Vastupala and Tejapala. Its plan is that of three temples joined together.—The great temple of Raghunathaswami at Sri Rangam, in Madras, contains some wonderful sculpture in that part of the building known as the Hall of a Thousand Pillars—granite monoliths 18 ft. high. The pillars of the front row looking north represent men on horseback spearing tigers, the feet of the rearing horses being supported by the shields of men on foot. These equestrian figures spring out from the pillars, all being carved from one block.—The gigantic figure of Nandi, the sacred bull of Siva, illustrated above, stands about two-thirds of the way up a precipitous hill called Chamundi (3490 ft.), overlooking the city of Mysore, capital of the native State of that name in Southern India. Chamundi is a title of the goddess Kali, to whom human sacrifices were formerly



AT SRI RANGAM, IN MADRAS: CARVED STATUARY IN THE HALL OF A THOUSAND PILLARS IN THE GREAT TEMPLE OF RAGHUNATHASWAMI—(IN CENTRE) A HORSEMAN SPEARING A TIGER.



IN THE MYLAPORE SUBURB OF MADRAS, A DISTRICT ASSOCIATED WITH TRADITIONS OF ST. THOMAS: A GROUP OF TEMPLE BUILDINGS SHOWING A REMARKABLE CONTRAST IN ARCHITECTURAL STYLES.

offered, until the time of Hyder Ali (died 1782), in a temple on the summit of the hill.—Mylapore, a suburb of Madras, is also known as San Thomé, from the legend that it was the scene of the labours of St. Thomas in India. The Saint's reputed tomb is shown in a subterranean recess at the Roman Catholic cathedral of San Thomé, founded there by the Portuguese in 1504. The above photograph of the temple at Mylapore shows a striking architectural contrast between the colonnade in the foreground, which rather suggests a building of Greek or Roman origin, and the elaborately carved tower beyond.

INDIAN INDUSTRIAL DEVELOPMENT:

A STORY OF RAPID PROGRESS AND FINE PROSPECTS.

By **SIR JAMES PITKEATHLY**, *Chief Controller of Stores to the Government of India.*

THE old complacent tradition that India is and must remain an agricultural country, producing and exporting raw material in exchange for manufactured goods, no longer survives. Based upon past achievements and prospects for the future, there is now a lively realisation of the country's potential industrial development, in which there is a growing national pride and a determination that no encouragement towards its fulfilment should be denied. Within the compass of this short article it is not possible to trace in detail India's industrial history over the past fifty years, nor is there space or desire to burden the reader with statistics, although these must at times intrude.

The opening of the Suez Canal and the coming of steamships and railways brought about great changes in the economic structure of India. Formerly the economic unit was the village, which supplied all the needs of its community and provided money to meet taxation. The effect of more extensive trading and improved transport facilities was to induce the specialisation of certain crops in localities specially adapted for their growth. The surpluses produced were exported, and the village no longer cultivated in small patches to cover its own immediate local needs. The resulting imports made inroads upon the occupation of the village craftsman, and so the dissolution of the rural unit commenced. It was, in fact, a process which had already been experienced in the West, and the tide had set towards larger economic radii and consequently organised large-scale industries. The Great War gave impetus to the development of indigenous industries, and the post-war boom witnessed the investment of large capital sums in works and factories for the production of materials hitherto imported. The adoption of the policy of Protection, followed by the formation of the Tariff Board, gave the most positive form of assistance, and much real development was achieved in the shelter thus afforded.

For centuries the hand spinning and weaving of India had set a standard which the craftsmen of no other country in the world could approach, but it was not until the middle of the nineteenth century that the cotton-mill industry was started, the first of these large-scale industries based on a Western model. It is interesting to compare the equipment of this industry to-day with that which obtained fifty years ago. In 1885 there were in India 87 mills having 2,145,000 spindles and 16,500 looms, and employing 67,000 workers. To-day the figures are 331 mills, 10,000,000 spindles, 175,000 looms, 450,000 workers; and there are a number in the course of construction. The import of cotton cloth into India is still one thousand million yards annually. There is, however, a general movement towards the spinning of finer counts, and the

improvement of dyeing and finishing processes, and it is safe to predict that the future will see a transference of a large part of this balance to manufacture by Indian mills.

The jute industry is virtually a monopoly of India.

The whole world must come to the Hooghly for its jute packing materials. Jute was first spun and woven by power machines in Dundee, but by 1885 some 6000 power looms were at work in Bengal. There are now 103 mills, owning 62,000 looms, and employing 277,000 workers, and the total value of the trade is

active operations until five years later. Military demands during the Great War filled the plant to capacity, and compelled extensions far beyond the original conception of the works; and, after passing through vicissitudes which afflicted industry generally throughout the world, the company and its allied subsidiaries have emerged in a strongly established and prosperous condition, and are producing materials fully up to British standards. What was formerly jungle is now a bustling industrial centre with a population of over 100,000. The output of the principal products in 1934-35 was 726,000 tons of coke, 892,000 tons of pig-iron, 834,000 tons of steel ingots, and 604,000 tons of salable steel. Subsidiary and

allied concerns produce tin-plates, cast and pressed sleepers, tools, etc., on a large scale. The Tata Iron and Steel Company, by its export of pig-iron, has done much to support the export position of India. It has also been an important factor in influencing the fiscal policy of the country.

No more than a passing reference can be made here to the engineering shops which have sprung up since the war, and which are now capable of manufacturing from Indian steel the country's full requirements of railway-wagons, bridge-work, and other engineering structures to a standard of workmanship unsurpassed anywhere. Just as striking is the rapid growth of the sugar manufacturing industry. Five years ago, India produced only ten per cent. of its total annual consumption of 800,000 tons. In

the near future its production is likely to be in excess of its consumption. The capital invested in this industry over the past few years amounts to £20,000,000.

Although the tea industry, as is well known, has been passing through a period of serious depression, it is interesting to compare the figures of the values of exports of fifty years ago and those of current times. In 1885 the value is shown as £4,000,000; the corresponding figure for 1932 is £15,000,000. Coal-mining forms one of India's major industries. It owes its genesis on a commercial scale to the coming of the railways. The deposits in Bengal, Central India, and Central Provinces are enormous. The recent hard times have pressed very heavily on this industry, but these extensive coal-fields remain as a national asset of great value. The normal annual production of coal is in the neighbourhood of 22,000,000 tons.

Other developments are matches, paints, and varnishes, woollen textiles, and knitted hosiery goods, hide and skin tanning, and leather manufactures, electric cables, vegetable oils, soap-making, heavy chemicals and drugs, paper-making, disinfectants, road-tars and creosote, copper-mining and smelting, pottery and porcelain, electrical cells and batteries, rubber goods, cast-iron pipes and light castings of all kinds, bolts

and nuts, and a variety of other products.

India has proved a regular and profitable market for various types of manufactured goods, but is likely to become self-supporting to a considerable extent. Her natural resources demand this development, and overseas industrialists would be well advised to consider how they may co-operate in it. A number of concerns have already established manufacturing branches in India, usually with conspicuous success.



THE VICTORIA MEMORIAL, CALCUTTA: ONE OF THE GREAT BUILDINGS OF THE MODERN WORLD—BUILT OF INDIAN MATERIAL BY AN INDIAN FIRM—ITS EXTERIOR OF POLISHED MARBLE QUARRIED AT MAKRANA IN THE STATE OF JODHPUR.

The world-famous Victoria Memorial, which owed its conception to Lord Curzon, is one of the great buildings of India. The architect was Sir William Emerson, and the building was carried out in every detail by Messrs. Martin and Co., of Calcutta.

computed to be £40,000,000 in normal years. A recent development is the establishment of mills outside of Bengal, at large industrial centres, where their products find a local sale.



A SPAN OF KARNAFULA BRIDGE, ON THE ASSAM RAILWAY: A STRUCTURE BUILT BY MESSRS. BURN AND CO., OF CALCUTTA.

An industry that has, during the last twenty years, been established with great success is the manufacture of Portland cement. Factories have been established in various parts of India, and now produce among them about 900,000 tons a year, while imports have decreased to about 70,000 tons a year.

An industry of spectacular development is the iron and steel industry. The Tata Iron and Steel Company was formed in 1907, but did not commence



THE KING-EMPEROR'S VISIT TO INDIA AFTER HIS ACCESSION:
THEIR MAJESTIES THE KING AND QUEEN, IN CORONATION ROBES, AT DELHI,
ON THE OCCASION OF THE GREAT DURBAR IN 1911—THE KING WEARING
THE IMPERIAL CROWN OF INDIA.



HIS EXCELLENCY THE VICEROY OF INDIA, THE EARL OF WILLINGDON, P.C., G.C.S.I., G.C.M.G., G.C.I.E., G.B.E., AND HER EXCELLENCY THE COUNTESS OF WILLINGDON, WITH THEIR PAGES—(FROM LEFT TO RIGHT) MAHARAJ KUMAR YESHWANT SINGH OF DATIA, MAHARAJ KUMAR HUKAM SINGH OF JAISALMER, SAHIBZADA MOHD. MOBARAK ABBASI OF BAHAWALPUR, AND THE MAHARAJ KUMAR OF BENARES.

Lord Willingdon has been Viceroy of India since 1931, when he received his earldom. As Governor of Bombay (1913-19) and Governor of Madras (1919-24), he acquired an intimate knowledge of Indian affairs, and in 1924 he was Delegate for India at the

Assembly of the League of Nations. From 1926 to 1931 he was Governor-General of Canada. He was born in 1866, the son of Mr. Frederick Freeman-Thomas, and in 1892 he married the Hon. Marie Adelaide, daughter of the first Earl Brassey, to whom (when

Governor of Victoria) he was A.D.C. in 1895. As Mr. Freeman-Thomas, he was M.P. (Liberal) for Hastings, 1900-06, and for the Bodmin Division of Cornwall, 1906-10. Lord Willingdon went to India as Viceroy at a difficult time, and his administration

has had excellent results. His term of office expires next April, when he will be succeeded by the Marquess of Linlithgow. On another page will be found a special message from his Excellency regarding this number of "The Illustrated London News."

FROM A PHOTOGRAPH BY KISSKY BROTHERS.



From the painting by Leslie Carr.

HYDERABAD: THE CHAR MINAR
SEE THE DOMINIONS OF H.E.H. THE NIZAM.

WONDERS OF INDIA: HISTORIC BUILDINGS IN THE KING-EMPEROR'S REALM.



A GREAT SIKH SHRINE IN THE PUNJAB: THE GOLDEN TEMPLE AT AMRITSAR ("POOL OF NECTAR"), SO NAMED FROM THE SACRED TANK AMID WHICH THE TEMPLE STANDS.



A DESERTED MOGHUL CITY IN THE UNITED PROVINCES: FATEHPUR SIKRI, BUILT BY AKBAR, AND OCCUPIED BY THAT EMPEROR AS HIS CAPITAL (FROM ABOUT 1570 TO 1585) UNTIL HE ABANDONED IT FOR LAHORE, RETURNING LATER TO AGRA



AN ANCIENT STRONGHOLD IN THE NATIVE STATE OF UDAIPUR, IN RAJPUTANA: THE FAMOUS FORT CHITORGARH, DESCRIBED BY KIPLING IN "THE NAULAKHA" AND "LETTERS OF MARQUE."



IN LAHORE, THE CAPITAL OF THE PUNJAB GOVERNMENT: THE GATEWAY OF THE BADSHAHI MASJID, IN THE HISTORIC CITY WHERE THE EMPEROR AKBAR HELD HIS COURT BETWEEN 1585 AND 1598.



AT SASARAM, IN BENGAL: THE COLOSSAL DOMED MAUSOLEUM OF SHER SHAH (1540-1545), THE AFGHAN USURPER EMPEROR OF DELHI—ONE OF THE MOST MAGNIFICENT TOMBS IN INDIA.



AT AGRA, THE FAMOUS CITY OF THE UNITED PROVINCES WHICH CONTAINS THE TAJ MAHAL: ANOTHER BUILDING IN A SOMEWHAT SIMILAR ARCHITECTURAL STYLE—THE TOMB OF I'TIMAD-UD-DAULA.

Amritsar, the religious capital of the Sikhs, was founded in 1577 on a site, granted by Akbar, around a sacred tank named "Pool of Nectar." The Golden Temple stands in the centre of the tank. Except for the lower walls of white marble, the whole building is encased in gilded copper, inscribed with verses.—Fatehpur Sikri is unique as a city still in the exact condition in which it was occupied by the Great Moghul and his Court.—Chitorgarh, the fort crowning a ridge near Chitor, in

Udaipur, existed as early as the seventh century A.D.—The mausoleum of Sher Shah at Sasaram is over 150 ft. high.—One of the gates of the Fort at Lahore faces the flight of steps leading up to the Badshahi Masjid (Mosque).—The Tomb of I'timad-ud-daula, at Agra, was originally built by the Empress Nur Jahan as a mausoleum for her father, Mirza Ghiyas Beg, a Persian, the grandfather of "the lady of the Taj, and treasurer to his son-in-law, Jehangir."

IRRIGATION IN INDIA: HOW VAST TRACTS OF LAND ARE RENDERED FERTILE FOR THE CULTIVATOR.

By T. B. TATE, Chief Engineer, Punjab.

IN India about nine persons out of every ten in a total population of some 350 millions are entirely dependent on agriculture for their livelihood, and hence successful cultivation is a matter of prime importance. In the past, devastating famines were common, and in order to avert these and to increase the prosperity of the country, the Government has undertaken irrigation schemes on a large scale. The average annual rainfall varies from 424 inches at Chirrapunji, in Assam, to less than 3 inches in Sind, by far the greater proportion of which falls during the period of the south-west monsoon from June to October, the rest of the year being nearly rainless. The monsoon rainfall, moreover, is capricious and subject to large variations from normal in any particular year and area.

Where the rainfall averages less than about 10 inches a year—which is the case over vast tracts in the North-West—successful cultivation is impossible without resort to irrigation either from canals, wells, or tanks (constructed to store the monsoon rainfall). But even where the average amounts to as much as 75 inches, irrigation is necessary if successful cultivation is to be ensured. Hence over by far the greater part of the country irrigation is of prime importance.

Irrigation in some form has been practised from the remotest historical times, but until after the British occupation such canals as existed were of primitive design, depended for their supplies on floods in the rivers, and were limited in their scope and efficiency.

The attention of British engineers was first devoted to the improvement of existing works, but later new projects were conceived and the science of irrigation developed rapidly. Some figures will show the expansion which has taken place. In 1878 the total area irrigated by canals and from tanks was about 10 million acres. By 1900 the area had nearly doubled, and to-day it is some 30 million acres—i.e., about 47,000 square miles, and only slightly less than the area of England. This is five times the irrigation in Egypt, which amounts to some six million acres only. It should be explained that the area "protected" by canals and tanks is far greater than that actually irrigated annually, since much of the cultivable land lies fallow between cropings. Accordingly, the total area so protected is probably in the neighbourhood of 50 million acres.

Northern India is particularly well adapted topographically to canal irrigation. It is well supplied with snow-fed rivers, the country is flat, and in this

comparatively arid tract the demand for irrigation is greatest. In Bombay Presidency and the Peninsula, tank irrigation predominates; of this the Metur Dam is one of many outstanding modern examples. It was natural, therefore, that the Punjab should lead the way in development, and the area irrigated by canals in this province and adjoining Indian States alone has increased tenfold, from some 1½ million acres in 1878 to 12½ million to-day. Madras follows with 7½ million acres, and the United Provinces with 4 million.

The main distinction between modern and "inundation" canals lies in a weir being constructed across the river in the former case. This arrangement enables the amount of water drawn off into the canals

when river supplies permit, as during the flood season. In the Punjab, Sind, and, to a lesser extent, elsewhere, a stage has been nearly reached when, during the winter months, the entire supplies of all the rivers are utilised in the canals. The water drawn into canals is distributed through an elaborate system of subsidiary channels until it reaches the "outlet," and is delivered to the fields in manageable quantities. Water is generally charged for on the basis of the area and kind of crops matured, no charge being made if the crop fails. In some cases it is charged for by volume. The allowance of water per cultivator depends on the irrigable area of his holding, and every effort is made to distribute water equitably and to the maximum advantage.

The total cost of all irrigation works in 1878 was nearly £13 million at present rate of exchange. Today the total amounts to some £110 million. After deducting working expenses the net revenue of all irrigation works in India and Burma amounts to about £5½ million.

Many irrigation works are constructed with the primary object of protecting the tract concerned from scarcity, and with no expectation of any adequate direct return on capital cost; such are, perhaps unworthily, described as "non-productive" works. There are, however, many more favourably situated areas where the works are "productive," and may show a handsome profit which plays no small part in provincial revenues. In this respect the Punjab is fortunate, since more than half of its annual revenue is derived from its canals.

The most striking example of a "productive" work is the Lower Chenab Canal. This was opened in 1892 and now irrigates over 2½ million acres annually. It has cost the comparatively trifling sum of £3 million odd, but brings in a net return of some thirty-nine per cent. on capital invested. This canal serves the tract lying between the Chenab and Ravi rivers, which was formerly uninhabited desert. Now, however, it is a thriving agricultural district comprising some two million inhabitants and several large towns.

It was the largest single-canal system in the world until the opening of the Sukkur Barrage canals in Sind in 1932. These are in course of development and are expected eventually to irrigate some 4½ million acres annually. Among other big canal systems opened in recent years are the Sutlej Valley project in the Punjab and the Sarda project in the United Provinces.

The total capacity of all the canals in the country is 395,000 cubic feet of water, or about 2½ million gallons a second. This is over 200 times the average discharge of the Thames at Teddington. The total length of channels, excluding field water-courses, is nearly 87,000 miles. The estimated value of the crops grown solely on canal water or with its aid is about £72 million a year at the present time. A few years ago, before the universal agricultural depression made itself felt, the figure was very much greater.



THE METUR DAM, IN SOUTH INDIA: A TERRIFIC JET OF WATER BEING DISCHARGED FROM A HYDRO-ELECTRIC TURBINE.

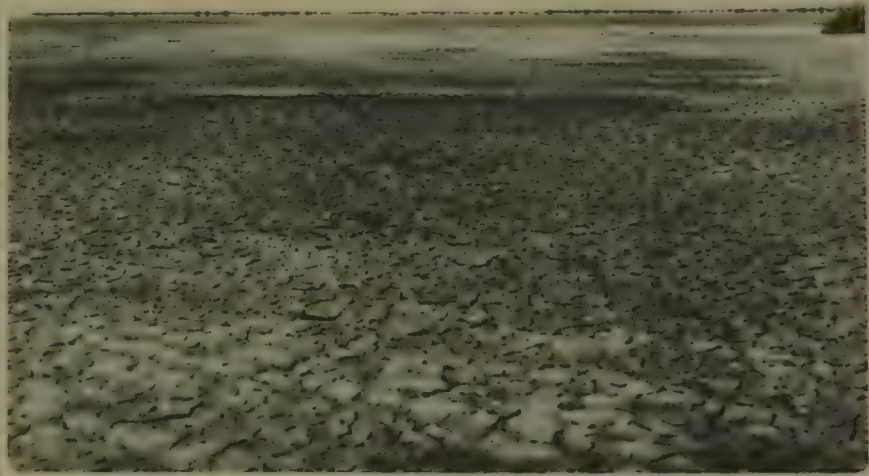
to be regulated to exact requirements; or when, during the winter, river supplies are low, every available drop of water can be utilised. Inundation canals, on the other hand, can only be brought into action



THE METUR DAM, BUILT ACROSS THE CAUVERY RIVER BY THE MADRAS GOVERNMENT—AN OUTSTANDING EXAMPLE OF TANK IRRIGATION: A GENERAL VIEW OF THE COMPLETED PROJECT; SHOWING THE HYDRO-ELECTRIC SLUICE IN THE MIDDLE DISTANCE.

The Cauvery Metur project, opened by Sir C. F. Stanley, Governor of Madras, in 1934, was conceived long ago and took some ten years to construct. The dam itself was claimed at the time to be the biggest block of masonry in the world. In all, some seven and a half million acres of land are irrigated by canals in Madras Presidency.

MAKING WHOLE PROVINCES FERTILE: GREAT IRRIGATION WORKS OF INDIA.



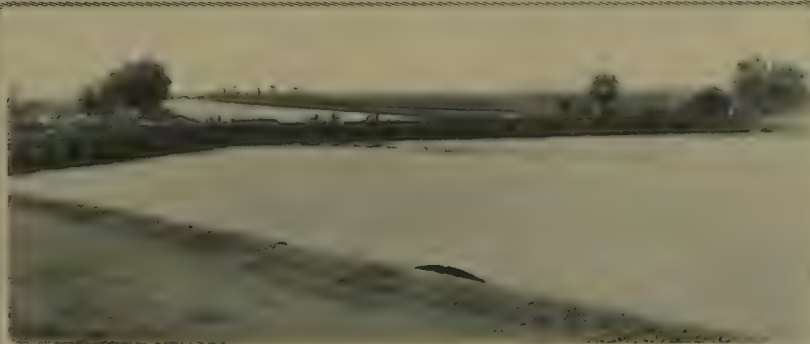
BEFORE THE SUKKUR BARRAGE IRRIGATION SCHEME: A DESERT STRETCH OF CRACKED AND ARID CLAY IN THE SOUTHERN DADU DIVISION; WITH A MIRAGE IN THE DISTANCE—A DEAD AND UNPRODUCTIVE LAND.



AFTER THE COMPLETION OF THE SUKKUR BARRAGE IRRIGATION SCHEME: THE SAME AREA AS THAT SHOWN ON THE LEFT—NOW A SEA OF WHEAT GROWING SHOULDER-HIGH; WITH A CANAL ON THE RIGHT.



FEROZEPORE WEIR ACROSS THE SUTLEJ RIVER, IN THE PUNJAB; WITH CANALS OFF-TAKING ON EITHER SIDE: AN AIR VIEW SHOWING ALSO THE RAILWAY BRIDGE AND ROAD BRIDGE CARRIED BY THE WEIR.



THE LOWER CHENAB CANAL, WHICH, OPENED IN 1892, NOW IRRIGATES OVER 2½ MILLION ACRES ANNUALLY; SERVING A TRACT, FORMERLY UNINHABITED DESERT, BETWEEN THE CHENAB AND RAVI RIVERS: A DISTRIBUTING REGULATOR.



A REGULATOR ACROSS THE SIRHIND CANAL, PUNJAB, WHICH DRAWS ITS WATER SUPPLY FROM THE SUTLEJ RIVER: A CANAL WHICH WAS OPENED IN 1882 AND IRRIGATES OVER TWO THOUSAND SQUARE MILES.



THE SUKKUR BARRAGE FROM THE LEFT BANK OF THE INDUS: A PHOTOGRAPH SHOWING THE UPSTREAM APRON WITH THE GREAT STEEL GATES LOWERED TO CHECK THE RUSH OF THE WATER.



THE SUKKUR BARRAGE FROM THE AIR—A GIGANTIC SCHEME DESIGNED TO BRING PROSPERITY TO THE PROVINCE OF SIND: THE SEVENTY-TWO CONTROLLING GATES STRETCHING RIGHT ACROSS THE INDUS.

IN no country in the world is irrigation of such vital importance as it is in India; and nowhere is it carried on on so great a scale. In his article on the opposite page, Mr. T. B. Tate gives some astonishing figures of the area irrigated or protected to-day by canals and tanks—something in the neighbourhood of fifty million acres. It is not too much to say that the province of Sind depends for its life on irrigation; and immense benefits are also derived from it in the Punjab, Madras, and the United Provinces. The great Sutlej Valley scheme is designed mainly for the benefit of native States. Further, the great irrigation works give most valuable aid in the fight against those periodic famines which are liable to afflict India after the failure of the monsoon rainfall. Greatest of all is the new Sukkur Barrage scheme—one of the outstanding engineering achievements of the world.

WONDERS OF INDIA: FAIRY-LIKE ARCHITECTURE; AND THE ROCK-CUT FANES OF ELLORA AND AJANTA.



AT MOUNT ABU, IN RAJPUTANA: MIRACLES OF CARVING ON THE PILLARS AND ROOF IN THE TEMPLE OF NEMNATH, CONSECRATED IN 1230 A.D.



NEAR GAYA, IN BENGL: THE ANCIENT TEMPLE OF BUDDH GAYA, ASSOCIATED WITH THE LIFE OF BUDDHA, WHOSE IMAGE THERE IS WORSHIPPED BY HINDU MONKS AS AN INCARNATION OF VISHNU.



AMONG THE ELLORA CAVES, IN THE DOMINIONS OF THE NIZAM OF HYDERABAD: ONE OF THE FAMOUS CAVE-TEMPLES THAT ARE CARVED OUT OF THE SOLID ROCK ON A SLOPING HILLSIDE.



IN THE AJANTA CAVES, ALSO IN HYDERABAD—"THE MOST PERFECT AND COMPLETE BUDDHIST CAVES IN INDIA": A SCULPTURED RELIEF OF BUDDHA IN CAVE NO. 26.

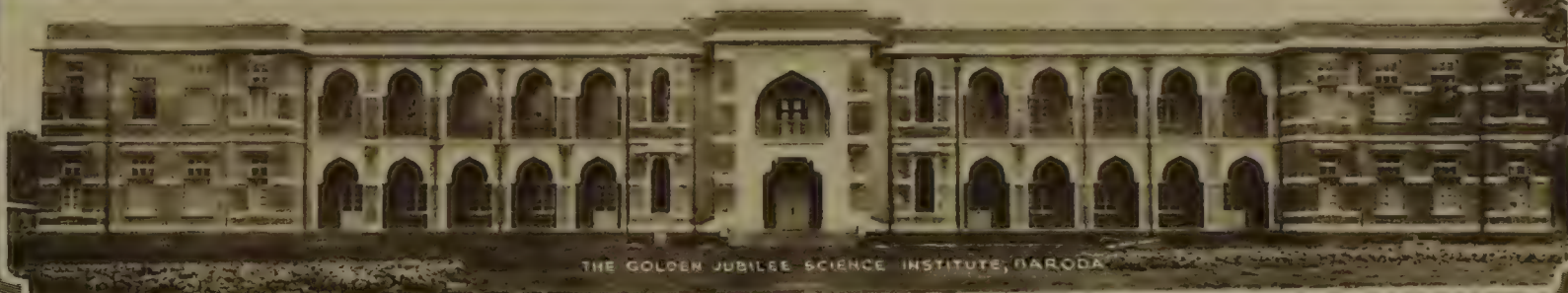
On Mount Abu (3800 ft.), the administrative headquarters of Rajputana, stand the two Dilwara Temples, which contain some of the finest marble-carving in India, and date respectively from 1031 and 1230 A.D. Of the later one (shown above) Fergusson says in his "Indian Architecture": "For minute delicacy of carving and beauty of detail it stands almost unrivalled."—Buddh Gaya is seven miles from Gaya, in Bengal. The temple, which retains features seen by

Hluen Tsang in 635 A.D., has a central tower, 180 ft. high, with four corner towers. It stands on the site of an earlier temple built by Asoka.—Regarding the famous rock-cut cave-temples in Hyderabad, Fergusson writes: "Architecturally, the Ellora caves differ from those of Ajanta, in consequence of their being excavated in the sloping sides of a hill and not in a nearly perpendicular cliff." Thus almost all the Ellora caves have courtyards in front of them.

STATE OF BARODA



THE MAHARAJA'S PALACE



THE GOLDEN JUBILEE SCIENCE INSTITUTE, BARODA

THE STATE OF BARODA, which has an area of 8164 square miles and a population of 2½ millions and an annual revenue of 2 million pounds, is situated in one of the most highly urbanised and industrialised areas of India; and under its present ruler, who has been at the helm of affairs for over fifty-five years, the State is following an enlightened policy of development.

2. The first railway line was constructed over fifty years ago. The State now owns 22 miles of broad-gauge, 330 miles of metre-gauge, and 355 miles of narrow-gauge railways, built at a cost of 3½ million pounds: besides this, 200 miles of company-owned railways (the B.B. and C.I. Railway and the Tapti Valley Railway, etc.) traverse it. The State has got Palaces built in an artistic style, a picture gallery containing a collection of Rajput and Moghal paintings, and other interesting sights. Accommodation is available in a well-run hotel supervised by the State.

3. The State has developed a Port on its Kathiawar coast—Port Okha, in the Gulf of Cutch—which is open throughout the year. The pier is 400 feet in length and has berthing accommodation for two ocean-going steamers. A metre-gauge railway of the State connects the port with the main system of Kathiawar, and through it with Rajputana and on to Delhi.

4. For the financing of industries, etc., a State-aided Bank—the Bank of Baroda, Ltd.—was started nearly twenty-five years ago. This bank is now a flourishing institution with fifteen branches and holds a leading position among the private banks in India.

5. Cotton, oil-seeds and tobacco are among the more important industrial crops: and the improvement of these is

among the main preoccupations of the agricultural officers employed by the State. It may be added that the Co-operative movement has attained a vigorous growth in the State, and there is a well-staffed department of Industries and Commerce which devotes attention to hand-loom weaving, calico-printing, lacquer work, tanning, and other minor industries in the State.

6. Among the major industries of the State, the following may be mentioned: Cotton is grown over half the area of the State: and there are therefore about 150 ginning and pressing factories, and fifteen spinning and weaving mills. The textile industry is steadily growing in strength. There are besides three dyeing factories, one of which is among the biggest in India. Three match factories have been recently established. The Alembic Chemical Works produce tinctures, etc., of good quality used in hospitals in all parts of India. The cement factory in Dwarka has a capacity of 80,000 tons. The Okha Salt Works, which commenced manufacture about four years ago, now produce about 60,000 tons of salt a year for the Bengal market (the maximum capacity being over 100,000 tons); subsidiary works include one for magnesium chloride. All these are financed by private capital: it has, indeed, been calculated that, in spite of the economic depression, about one million pounds were invested in these industries during the last few years.

7. The State has got consulting Agents in this country—Messrs. Rendel Palmer and Tritton for the Railways; Sir Alexander Gibb and Partner for the Port, with Messrs. Turnbull, Gibson and Co. as Shipping Agents; and for the Electrical and Telephone systems, the Telephone and General Trust, Ltd.



GLORIES OF OLD AND NEW HYDERABAD: SIGHTS OF THE CHIEF CITY OF THE LARGEST INDIAN STATE.



ONE OF THE MANY IMPRESSIVE MODERN BUILDINGS IN HYDERABAD, THE PRINCIPAL CITY OF THE NIZAM'S DOMINIONS: THE TURRETS AND DOMES OF THE HIGH COURT OVERLOOKING THE MUSI RIVER, WHICH FLOWS BESIDE PICTURESQUE RELICS OF THE PAST AND FINE NEW BUILDINGS.



HOW HYDERABAD LOOKS FROM THE CHAR MINAR: ONE OF THE FOUR ARCHES (CHAR KAMAN) WHICH SPAN EACH OF FOUR STREETS RADIATING FROM THE CHAR MINAR.



ONE OF THE MANY FINE BUILDINGS ADORNING MODERN HYDERABAD: THE TOWN HALL, WHICH COMMEMORATES THE FORTIETH BIRTHDAY OF THE LATE NIZAM, AND STANDS IN THE EXTENSIVE NAMPALLI PUBLIC GARDENS.



THE MECCA MUSJID AT HYDERABAD: A CORNER OF THE PRINCIPAL MOSQUE OF THE CITY (PART OF WHICH WAS CONSTRUCTED BY AURANGZEB IN 1692), WHERE LIE THE TOMBS OF THE NIZAM'S FAMILY.



ONE OF THE PICTURESQUE PINNACLES WHICH DOMINATE HISTORIC HYDERABAD: A CITY GATE, THREE HUNDRED YEARS OLD, WHICH HAS A CURIOUSLY GOTHIC LOOK.



THE HEIR TO THE THRONE OF THE LARGEST STATE IN INDIA: MAJOR-GENERAL WALASHAN PRINCE NAWAB AZAM JAR BAHADUR, CROWN PRINCE OF HYDERABAD.

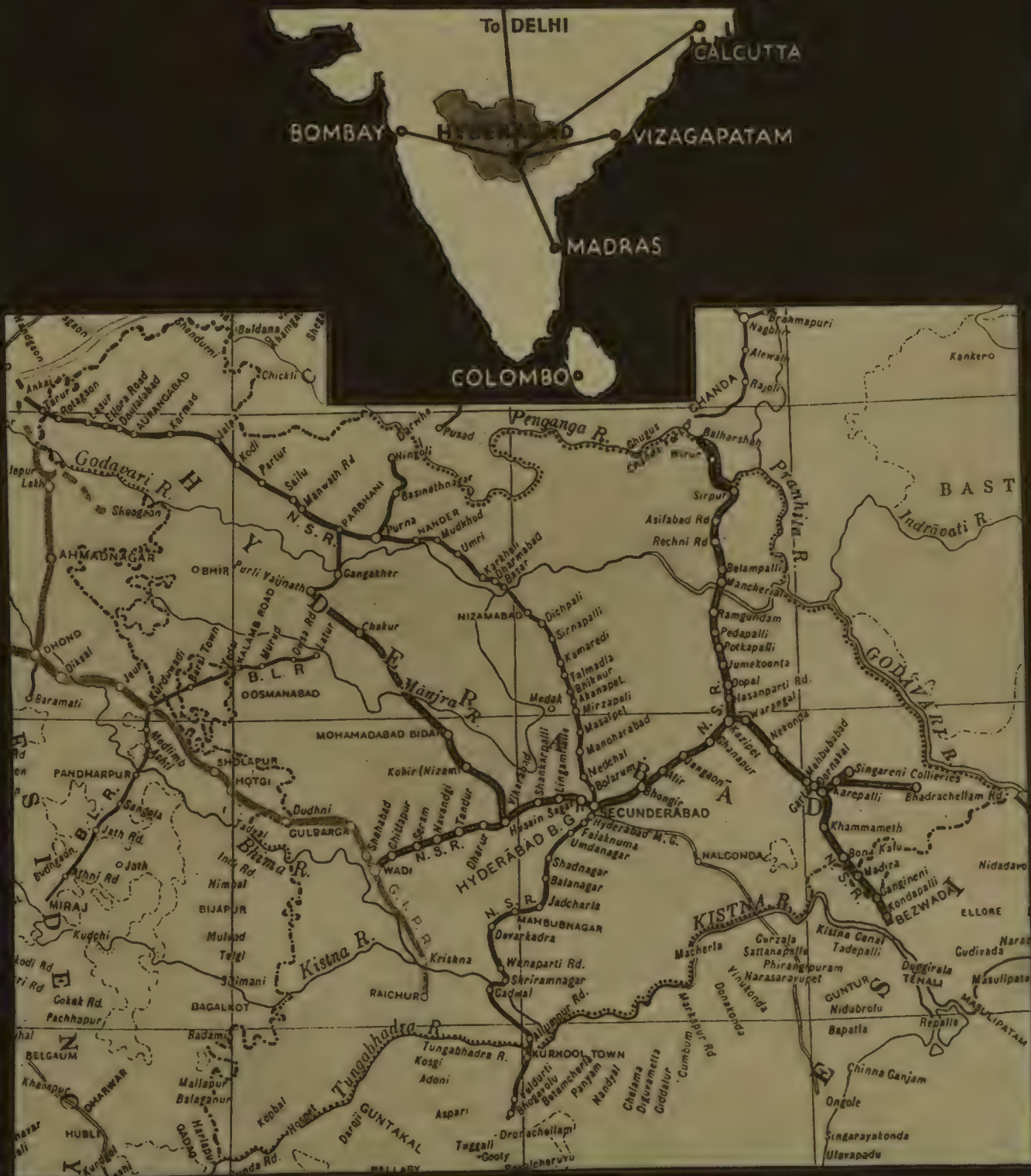


EVIDENCE OF THE PROGRESSIVE LEANINGS OF THE PRESENT RULER OF HYDERABAD: THE FINE OSMANIA HOSPITAL (CALLED AFTER THE NIZAM), BUILT IN THE INDO-SARACENIC STYLE.

The city of Hyderabad is the fourth largest in India. It was founded in 1589 by Mohammed Kuli Kutb Shah, the fifth Kutb Shahi of Golconda. It is, of course, the principal city of the Nizam's Dominions, which constitute the largest State in India, with an area not far short of that of Italy. (In area, Kashmir is larger, but it includes enormous uninhabited tracts.) Some of the buildings to be found

in the old city are of the greatest interest. The Mecca Musjid is a grand but sombre mosque with four minars and five arches in front. Its date is 1614. The gateway was completed by Aurangzeb in 1692. The *Char Kaman* are four stately arches which span four streets running to the quarters of the compass from the famous *Char Minar* in the centre of the city.

The DOMINIONS of His Exalted Highness The NIZAM



MAP OF H. E. H. THE NIZAM'S STATE RAILWAY

HYDERABAD, a city of 450,000 inhabitants, is the capital of H.E.H. the Nizam's Dominions, a State of 82,689 square miles with a population of 14,436,148, exporting cotton, oil seeds, grain and coal. There is an indigenous carpet industry, and also a silk handloom weaving industry of long standing and many handicrafts, notably in metal, known as Bidri work of great artistic merit. Hyderabad will soon probably be on the air line between Bombay and Madras, and has good direct connections by rail to Bombay, Madras, Delhi and Calcutta. H.E.H. the Nizam's State Railway is owned and operated by H.E.H. the Nizam's Government and connects with trains to all parts of India. Industries have the advantage of cheap labour and untaxed income. The climate is healthy and for the greater portion of the year temperate.

The principal places of interest are served by both rail and road. The famous caves at Ajanta and Ellora and the Fort of Daulatabad may be easily reached by road from Aurangabad Station on H.E.H. the Nizam's State Railway. The ruins of Golkonda are near Hyderabad City and the ancient town of Bidar is also accessible from Hyderabad by rail or road. Equally accessible is the old Hindu capital of Warangal with beautifully sculptured temples. Good motoring roads connect Hyderabad City with the districts of the State. H.E.H. the Nizam's State Railway road services were started last year and are being extended. Omnibuses may be hired for road journeys and saloons for rail journeys on application to the Chief Commercial Manager, H.E.H. the Nizam's State Railway, Secunderabad.

WONDERS OF INDIA: NATURE AND ART COMBINE TO FORM SCENES OF BEAUTY IN THE GREAT SUB-CONTINENT.



A WORK OF NATURE IN MYSORE: ONE OF FOUR WONDERFUL WATERFALLS CALLED THE GERSOPPA FALLS ON THE RIVER SHARAVATI—THE ROCKET FALL, SO NAMED FROM ITS JETS OF FOAM THAT BURST IN GLITTERING SHOWERS.



A WORK OF MAN IN MYSORE: FOUNTAIN GARDENS AT KRISHNARAJA SAGAR CONNECTED WITH A GREAT DAM ACROSS THE RIVER CAUVERY (OR KAVERI) MADE FOR IRRIGATION PURPOSES AND ELECTRIC POWER GENERATION.



A FAMOUS BEAUTY SPOT IN KASHMIR: THE DAL LAKE AT SRINAGAR, WITH PICTURESQUE HOUSEBOATS BESIDE ITS BANKS.



IN NORTHERN INDIA: THE INTERIOR OF THE MOSQUE AT KAPURTHALA, CAPITAL OF THE STATE OF THAT NAME.



EVERYDAY LIFE IN THE GREAT WESTERN PORT AND COMMERCIAL CITY OF INDIA: A TYPICAL STREET SCENE IN BOMBAY.



A CELEBRATED SHRINE IN THE PROVINCE OF BIHAR AND ORISSA: THE TEMPLE OF JAGGANNATH (JUGGERNAUT) AT PURI, WHERE FANATICS HAVE BEEN KNOWN TO FALL BENEATH THE WHEELS OF THE GOD'S CAR IN PROCESSIONS.



ON AN ISLAND NEAR BOMBAY: THE ENTRANCE TO ONE OF THE ROCK-CUT SHRINES IN THE ELEPHANTA CAVES, CONTAINING MANY REMARKABLE RELIGIOUS SCULPTURES AND RELIEFS ASSOCIATED WITH WORSHIP OF SIVA.

Here are examples of natural beauty and human art in various parts of India. Of the fountain gardens at Krishnaraja Sagar, Mysore, a correspondent writes: "Below the Dam are the Brindavana Terrace Gardens on both sides of the river. The garden on the south side, covering 20 acres, consists of a main cistern 80 ft. in diameter with beautiful high jets in the middle. Water flows through a central channel in a series of cascades. On either side of the central channel

are two side channels. Arched jets of water of various shapes play in these channels. The full length of the central channel is studded with baby fountains, and in the lowest terrace frothy fountains play parallel to the side arches. The water dome in the centre forms a special feature of the gardens. The central channel closes with a jet of water in the form of a triumphal arch issuing from the trunks of two elephants placed on either side."

MYSORE

Progressive - Picturesque

MYSORE is India's Model State . . . progressive in industry and agriculture, a paradise for the traveller. Its enlightened Government has inaugurated great engineering feats, such as the Sivasamudram Hydro-Electric Power Scheme and Krishnarajasagara Reservoir, second largest artificial lake in the world . . . fostered thriving industries such as the Mysore Iron Works, the Kolar Gold Mines and the Mysore Sugar Factory—largest in India

World-famous Products . .

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Government's special factory manufactures three-quarters of India's total output—producing the only oil to retain all the fragrance of the natural oil in the tree itself. And there is Mysore Granite for London pavements . . . Mysore soap and porcelain for India's millions . . . Mysore silk for the world. Products of almost every kind—but each the best of its kind

World-famous Pageantry, too . .

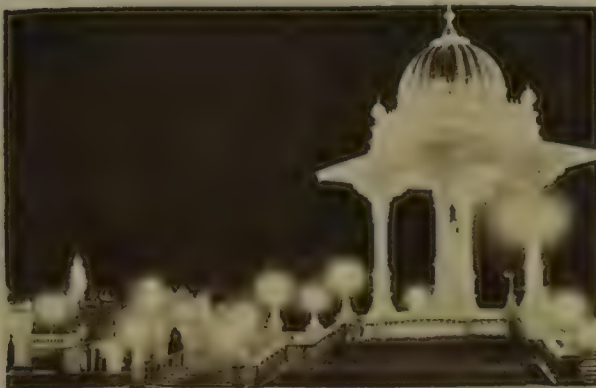
Picture to yourself a country of magnificent scenery, with wooded mountains and great waterfalls, an equable highland climate and forests full of game. Combine it with the masterpieces of ancient civilisations . . . glorious temples . . . carvings . . . traditional customs and glittering pageantry. Yet all this within reach of up-to-date hotels, bungalows, and the modern luxuries of to-day! Come to Mysore—you will enjoy every minute of your stay!



The thousand-year-old statue of Gomateswara, 60 ft. high—carved from a solid block of granite



Mausoleum of Tipu Sultan at Seringapatam



Modern flood-lighting and illuminations in the Palace Square, Mysore



View of the Royal Palace, Mysore, from the Temple



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THE BEAUTY OF UDAIPUR: THE GLISTENING WALLS OF THE MAHARANA'S PALACE REFLECTED IN THE PLACID WATERS OF THE LAKE WHICH BOUNDS THE CITY ON ITS WEST SIDE.

Udaipur is the picturesque capital of the State of Mewar in Rajputana, and is situated 2034 feet above sea-level. "The exquisite lake with its background of dimpled velvet hills" (wrote Sir Walter Lawrence in "The India We Served"), "the white palace, mirrored in the clear water, but above all, the beautiful mankind,

are ever in my mind." The ruling family is here descended from the Suryabansi, or sun-stock, royal dynasty of Oudh; and the ruling Prince is H.H. Maharajadhiraja Maharana Sir Bhupal Singh Bahadur, G.C.S.I. The States of Udaipur, Jodhpur, Jaipur, and Bundi were the four original great States of Rajputana.

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STATE of UDAIPUR



PICHOLA LAKE AND BACK VIEW
OF THE OLD PALACES



VIEW OF THE CITY
FROM THE
OLD PALACES



GARDEN OF
FOUNTAINS



TOWER OF VICTORY,
UDAPUR



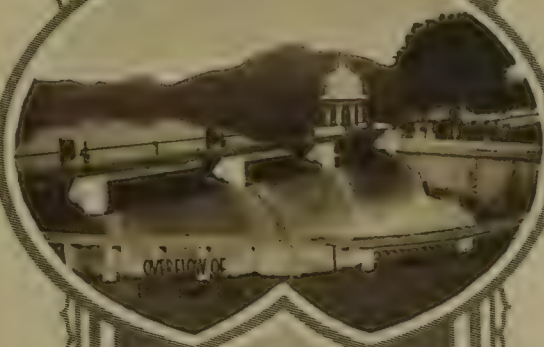
THE OLD PALACES AND
A PORTION OF THE CITY

UDAIPUR STATE

(also called Mewar) was founded in about 646 A.D. The capital city is Udaipur, which is beautifully situated on the slope of a low ridge, the summit of which is crowned by His Highness the Maharana's palaces, and to the north and west, houses extend to the banks of a beautiful piece of water known as the Pichola Lake, in the middle of which stand two island palaces. It is situated near the terminus of the Udaipur-Chittorgarh Railway, 697 miles north of Bombay. His Highness Maharajadhiraj Maharana Sir Bhupal Singhji Bahadur, G.C.S.I., K.C.I.E., who succeeded his father, the late Maharana His Highness Maharajadhiraj Maharana Sir Fateh Singhji Bahadur, G.C.S.I., G.C.I.E., G.C.V.O., in 1930, is the premier Ruling Prince of Rajputana. The revenue and expenditure of the State are now about 80·6 lakhs. Its archæological remains are numerous, and stone inscriptions dating from the third century have been found



VIEW OF THE CITY
FROM THE
OLD PALACES



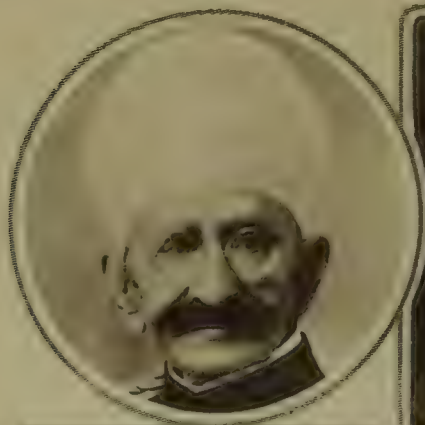
OVERVIEW OF
THE CITY



JAGDESH TEMPLE



VIEW OF THE CITY, THE PALACES,
AND THE PICHOLA LAKE



MAHARAJA SIR KISHUN PERSHAD.

Hereditary Peshkar and President of the Executive Council, Hyderabad. Peshkar and Military Minister, 1893-1901. Prime Minister, 1901-12. President, Executive Council, since 1926. Is the author of a number of works in prose and verse, mostly in Urdu and Persian. A G.C.I.E.



SIR NOWROJI SAKLATVALA, C.I.E.

Chairman, Tata Sons, Ltd. Chairman, Bombay Millowners' Association, 1916-17. Indian Employers' Delegate, International Labour Conference, Geneva, 1921. Member, Legislative Assembly, 1922.



MR. W. G. LELY.

Is president of the Bombay Chamber of Commerce. A director of Messrs. Wallace and Co., Agents for Bombay - Burma Trading Company.



SIR EDWARD BENTHALL.

Director, Reserve Bank of India. Senior partner of Bird and Co., Calcutta, and of F. W. Heilgers and Co., Calcutta, since 1929. President, Associated Chambers of Commerce of India and Ceylon, 1932.



SIR MIRZA ISMAIL, C.I.E.

Dewan of Mysore since 1926. Private Secretary to the Maharaja of Mysore, 1922. Delegate to the Round Table Conference in London, 1930, representing four South Indian States; and Delegate to the second and third Round Table Conferences, 1931-32.



SIR KRISHNAMA CHARIAR, C.I.E.

Dewan, Baroda State, since 1927. Deputy Collector, Madras Service, 1903. Chief Revenue Officer, Cochin State, 1908-11. Secretary, Government Law Department, Madras, 1924. Delegate, Round Table Conferences, 1930-31, 1931, and 1932. Member, Federal Finance sub-committee, 1931-32.



MR. PADAMPAT SINGHANIA.

President, Federation of Indian Chambers of Commerce and Industry; and of the National Committee of the International Chamber of Commerce.



SIR WILLIAM WRIGHT, O.B.E.

Senior partner, Parry and Co., Madras, since 1928. Chairman, Madras Telephone Company. Member, Madras Legislative Council. Unofficial adviser, India Delegation, Indo-Japanese Trade negotiations.



MR. G. R. CAMPBELL.

President, Associated Chambers of Commerce. Senior partner, Messrs. Mackinnon Mackenzie and Co. President, Bengal Chamber of Commerce.



SIR AKBAR HYDARI.

Finance and Railway Member, Hyderabad State Executive Council. Deputy Accountant-General, Bombay, 1897. Comptroller, India Treasuries, 1903. President, All-India Mohammedan Educational Conference, Calcutta, 1917. Headed Hyderabad Delegation to Round Table Conferences, 1930-31, 1931, and 1932.

OUTSTANDING PERSONALITIES: SOME NOTABLE MEN WHO HAVE MADE THEIR MARK IN VARIOUS PARTS OF INDIA.



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STATE of BAHAWALPUR

CANAL WORKS



SADIQ GARH PALACE

BAHAWALPUR is a large State, nearly 300 miles long, situated in the South-West of the Punjab. The average rainfall varies from four to nine inches in the year. No crops can be grown successfully without irrigation, except in a small riverain area subject to flooding during the monsoon.

Previously an area of 800,000 acres received a precarious supply of water annually through old inundation canals, which only functioned for three or four months each year during the flood season.

Between 1920 and 1930 three large barrages have been built in partnership with the Punjab Government, two on the Sutlej and one on the Panjnad Rivers. These supply water to nearly 3,500 miles of new canals which have already brought a further 700,000 acres of waste land under cultivation. It is anticipated when the new canal area is fully developed, two million acres will be irrigated annually.

The Panjnad Barrage is one of the largest of its kind in the world; it consists of 47 bays, each with a span of



NUR MAHAL

60 feet, closed by massive steel gates, thus heading up the water 18 feet and forcing it into the canal. This barrage has been designed to pass a maximum discharge of 700,000 cubic feet per second.

The other two weirs at Suleimanki and Islam on the Sutlej River are similar in type, though smaller. The former has been constructed with 24 bays of 60 feet and 16 under-sluices of 30 feet each. The latter has 29 bays, of which 18 are 60-foot and the remainder 29-foot openings.

The total capital cost of these barrages, to be borne by the State, and of the canals amounts to over 100 million rupees (£8,000,000 approximately) exclusive of interest charges



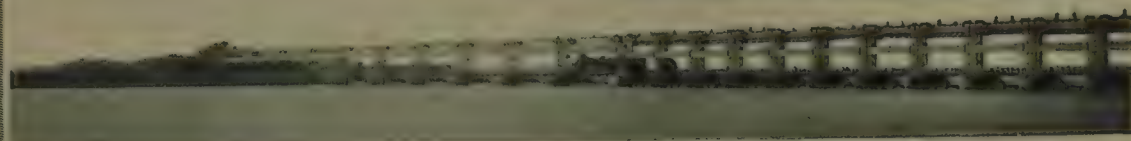
Above: DOWN-STREAM PANJNAD WEIR

On right: SULEIMANKI WEIR



On left: ISLAM WEIR

Below: DOWN-STREAM HEAD OF PANJNAD CANAL



INDIAN RAILWAYS.

(Continued from Page 852.)

Railway, and the South Indian Railway, around Bombay and Madras; but the main line of the Great Indian Peninsula Railway, over what is known as the "ghat sections"—that is to say, the lines running over the formidable obstacle of the Western Ghats—has also been electrified. The rolling-stock on the Indian Railways, although of different design from that prevalent in other countries, is suited to the varied conditions of extreme heat to cold, extreme dryness to humidity, which are characteristics of the country. The Indian Railways standard broad-gauge passenger coaches are of the bogie type and 68 ft. in length. The upper-class accommodation provides sitting and sleeping berths, together with lavatories and shower-baths (in first-class), electric lights and fans. In the lower class of accommodation sleeping berths are not provided, but a new design is under consideration which will provide for smaller

compartments with additional lavatories and water capacity.

De-luxe accommodation is available in tourist cars, which are luxuriously fitted and furnished with bedrooms, sitting-room, bathrooms, and kitchen, including Frigidaires. The speeding-up of train ser-

Calcutta and Bombay in connection with the weekly Royal Mail ship, and the "Deccan Queen," the fast electric train between Bombay and Poona.

At all centres in India, there are hotels or rest houses. Visitors will have little difficulty in planning interesting and attractive tours which involve no hardships whatsoever. All the mail trains and the principal expresses are fitted with dining-cars, and refreshment-rooms are to be found in the important stations.

The ideal time to visit India is between November and April, when days may be warm but nights are cool, and even cold. Probably nowhere in the world is the climate more attractive than at that time. During the monsoon, when the whole country is green and the undergrowth in the jungles springs up, India presents a wonderful picture, when every colour seems fresh and vivid. Many people who do not object to the slight dis-

comfort of damp heat actually prefer to tour India during those months which extend from the end of July to October.



A TWO-THOUSAND-TON COTTON TRAIN HAULED BY A GOODS LOCOMOTIVE OF THE G.I.P.: HOW THE RAILWAYS OF INDIA PLAY THEIR PART IN PROMOTING THE TRADE AND COMMERCE OF THE COUNTRY.

vices is being constantly aimed at. As an example may be mentioned the journey from Bombay to Delhi, which is now performed in approximately 24 hours, slightly less by the "Frontier Mail" via the B.B. and C.I. Railway, and slightly more by the "Punjab Mail" via the G.I.P. Railway. The latter has, however, to contend with the very heavy climb over the Western Ghats and a longer lead of about 90 miles.

Among the trains of special interest may be mentioned, apart from the "Frontier Mail," the "Imperial Indian Mail," which runs between



1856: THE "FAIRY QUEEN," AN EAST INDIAN RAILWAY LOCOMOTIVE OF THE MIDDLE OF THE LAST CENTURY.

Attached to the old locomotive shown on the left is a tablet with the inscription: "This engine worked trains on the Allahabad district of the East Indian Railway in the year 1858 and represents one of the earliest types employed. It was placed in [Continued opposite.]



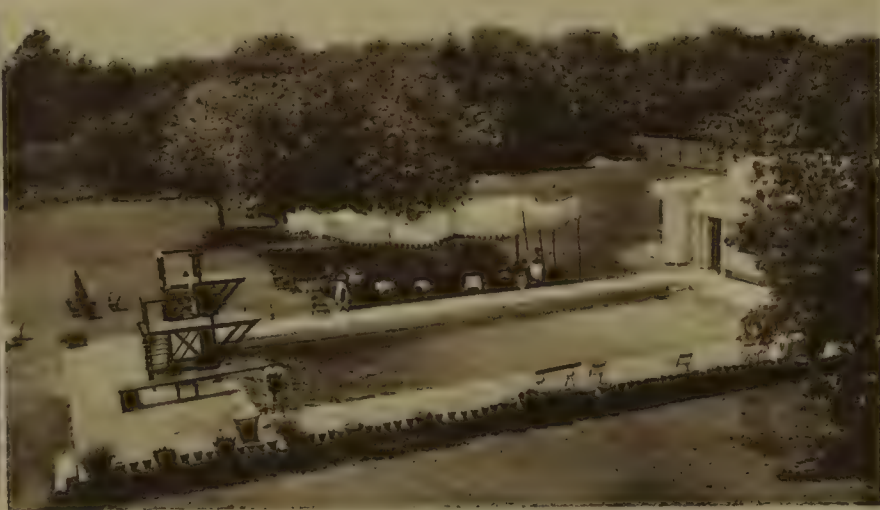
1935: THE BOMBAY MAIL; ON THE GREAT INDIAN PENINSULA RAILWAY—A BEAUTIFUL AND POWERFUL LOCOMOTIVE.

[Continued.] this position in December 1911 during a visit to India of the chairman of the East Indian Railway Company." It forms a remarkable contrast with the Bombay Mail. Photographs by Courtesy of Indian State Railways.

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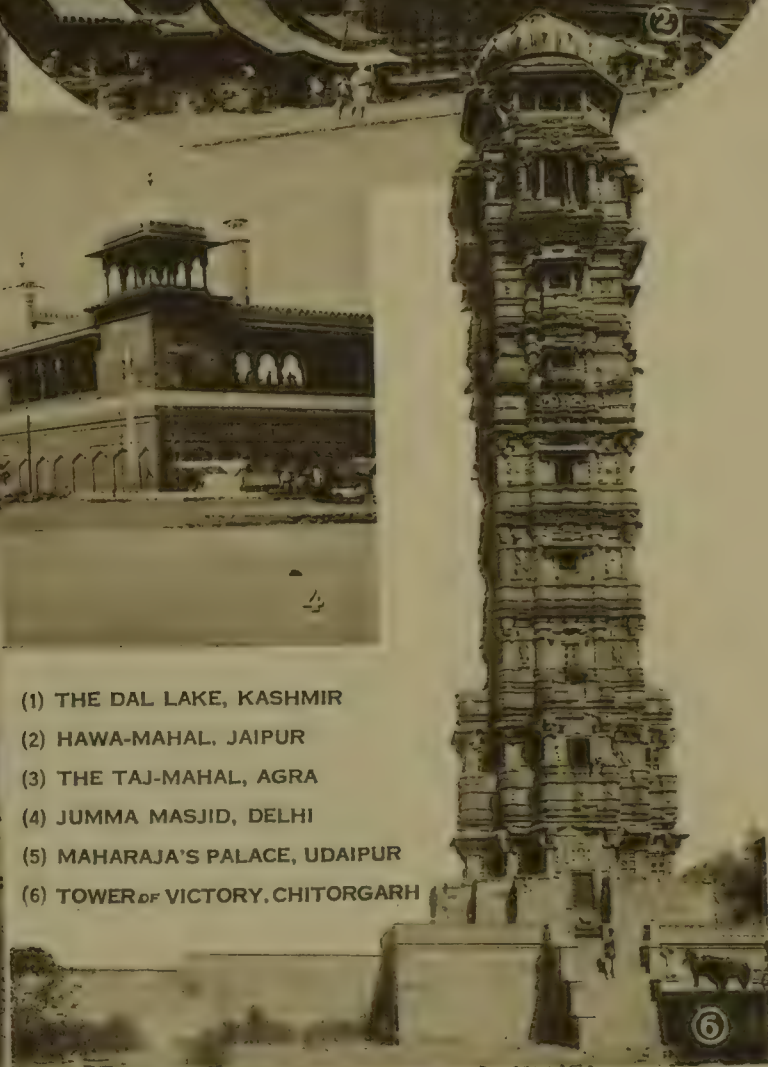
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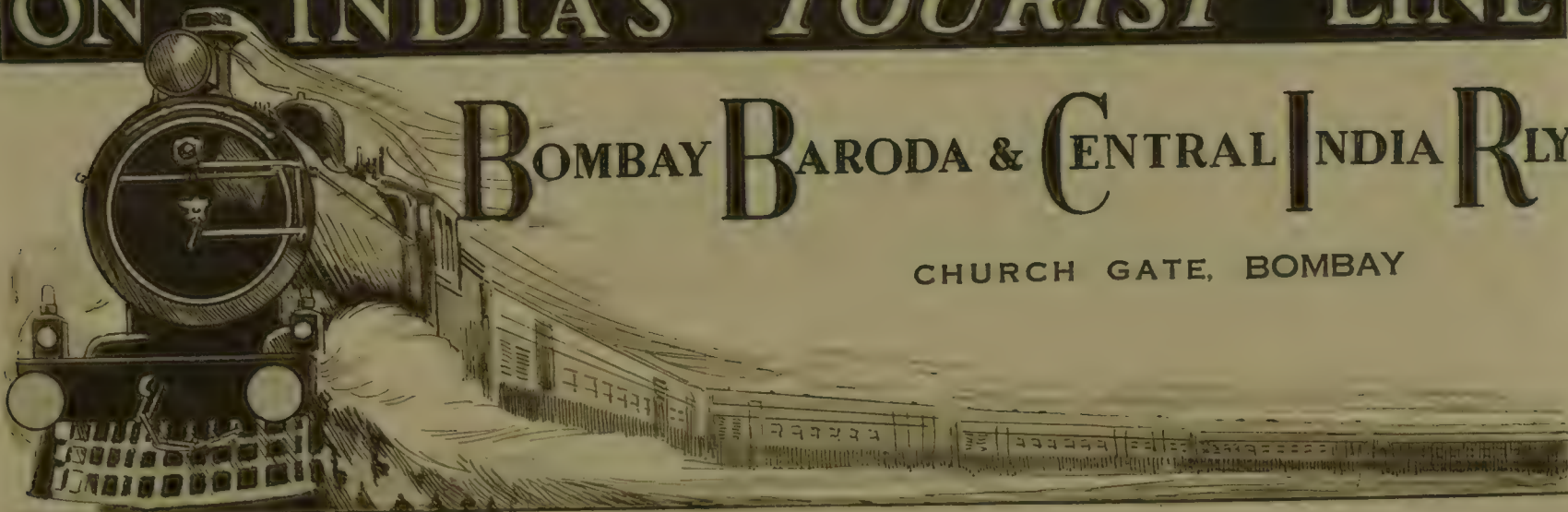
- (1) THE DAL LAKE, KASHMIR
- (2) HAWA-MAHAL, JAIPUR
- (3) THE TAJ-MAHAL, AGRA
- (4) JUMMA MASJID, DELHI
- (5) MAHARAJA'S PALACE, UDAIPUR
- (6) TOWER OF VICTORY, CHITORGARH



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THE PLANTING INDUSTRY IN INDIA:

TEA, COFFEE, AND RUBBER—THEIR DEBT TO BRITISH ENTERPRISE.

By F. E. JAMES, M.L.A.

THE planting industry in India is a romance of British enterprise and courage. Plantations represent the development of the agricultural resources of the Tropics, according to the methods of Western



TEA-GROWING IN NORTHERN INDIA: EACH COOLIE'S BASKET OF LEAVES BEING WEIGHED SEPARATELY AND HIS ACCOUNT CREDITED WITH THE NET WEIGHT, BEFORE THE LEAVES GO TO THE FACTORY.

In India to-day there are about two and a half million acres under tea, out of the three million acres which the planting industry covers. The production of tea in India, most of which is done in the north, represents 40 per cent. of the world's output.

Photographs by the Indian Tea Cess Committee.

industrialism. They are large-scale enterprise in agriculture. The cultivation of indigo was perhaps the earliest venture of the Britisher in the field of agriculture in India. To-day, however, tea, coffee, and rubber are the produce chiefly cultivated.

The planting industry covers an area of about 3,000,000 acres, of which approximately 2,500,000

acres belong to tea, 278,000 belong to coffee, and 253,000 to rubber. Well over a million people are directly employed on plantations. About 75 per cent. are to be found in North India, and about 85 to 90 per cent. are under British management.

Tea was first grown in India in the first half of the nineteenth century, when some seeds imported from China proved to be indigenous to the Assam Valley. The Assam Company was formed in 1839, but in the early years there was much speculation and failure. By 1875, however, the acreage actually under crop was 173,000. Sixty years later the figure had reached 789,000. In 1875 the annual production was approximately 34,000,000 pounds; sixty years later it was 400,000,000 pounds. To-day the production of tea in India represents 40 per cent. of the world's output. Exports to the United Kingdom alone are worth nearly £20,000,000 a year, and the value of tea exported from India represents 8 per cent. of the value of her total export trade.

Most of the tea is grown in the north, in Assam and Bengal; but there are also valuable plantations in the south, in Madras, and the Indian States of Travancore, Cochin, and Mysore. Tea actually created modern Assam, the smallest and the least developed province in India. The enterprise of British planters reclaimed fertile tracts from the jungles and repopulated the Assam Valley. To-day

the labour population in Assam is over a million, and more than half a million ex-tea-garden labourers are permanently settled in the province with their own holdings of rice lands. Most of the labour for the north is recruited from Central and Southern India, by an elaborate organisation maintained by the tea industry.

The first tea plantation in Bengal was started in the Darjeeling district, south of Sikkim, bounded on the west by Nepal and on the east by Bhutan. The tea-growing areas are on the ridges and the deep valleys of the lower Himalaya and in the Terai on the plains. The thickly grown jungles have now been extensively cleared for tea cultivation, and the estates in the Terai and the Dooars alone employ nearly 200,000 labourers. In the south the planting of tea began in the Nilgiris (Blue Mountains), of which Ootacamund is the centre. This enterprise is of more recent development, and most of the 120,000 acres under tea in South India has been planted since 1893. Thirty years ago a tract of jungle in the Anamallais (Elephant Hills), in British

(Continued overleaf.)



COFFEE—INDIA'S SECOND PLANTING INDUSTRY: A BUSH OF KENT'S ARABICA IN MYSORE.

Coffee is the monopoly of South India. Its production is carried on chiefly in the native State of Mysore, and in the neighbouring small British Indian province of Coorg.

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The use of a private coach, or tourist car, as it is called in India, means that you can have your own personal and private servants and their direct, continuous service, your own private parlour and bedroom throughout the trip, the meals you wish for, cooked in just the way you want them. In addition, there is the immense advantage of being able to detach the coach at any place you may wish to visit and live in it for as long as you please.

Full particulars regarding charges, etc., can be obtained from the Publicity Officer, G.I.P. Railway, Victoria Terminus, Bombay, or from the Manager, Indian State Railways Bureau, 57, Haymarket, London, S.W.1



Continued.

India, near Travancore, was regarded officially as waste land. British planters explored it and thought it suitable for tea. To-day the area is cleared, and there are many flourishing tea estates, with 26 factories and nearly 100 European planters and their families, in this district. This is one example of the vision of the early pioneers and of the rapid development of their first efforts.

Coffee is the monopoly of the south. It is believed that its cultivation was introduced from Mecca early in the sixteenth century. The first plantation was started in Mysore in 1830. Gradually the industry spread to the Nilgiris, the Wynad, the Shevaroy, and Travancore, and in 1892 the industry was at its zenith. Three years later, however, the borer beetle and leaf-blight caused such havoc that many of these estates turned their cultivation into tea. Coorg and Mysore, however, have been able to hold their own, and during the

past years there has been a steady improvement. Approximately 163,000 acres are under coffee, of which more than half is in Mysore and most of the remainder is in Coorg, a small British Indian province situated between Mysore and the West Coast. Unlike tea, more than half the area of coffee is under Indian management. The organisation of the industry, however, is mainly in the hands of Europeans, who are well supported by the Mysore and the British Governments. The coffee industry employs nearly 100,000 labourers, most of whom are drawn from the West Coast.

The only two tracts in which climatic conditions are suitable for the growth of rubber on a commercial scale are parts of Burma and the Malabar Coast of India.

The cultivation of rubber was experimental in South India until 1902, when the Periyar Estate in Travancore was opened. It was during the next fifteen years that practically the whole of the present acreage under rubber in South India—viz., 130,000 to 140,000 acres—was planned. In Burma the plantations are situated in the Tenasserim Division, which is the southernmost part of the province. The acreage under rubber in Burma is about 113,000. In India proper, most of the rubber

cultivation is to be found in the Indian State of Travancore, where many of the planters are Indian. A feature of rubber cultivation is the small labour force employed, as compared with tea



A RUBBER PLANTATION IN TRAVANCORE, SOUTH INDIA: A COMMODITY WHOSE CULTIVATION IN INDIA IS ALMOST CONFINED TO THAT STATE AND TO BURMA. About 130,000 acres in South India and about 113,000 acres in Burma are devoted to rubber cultivation. In India proper, most of the rubber is grown in Travancore, where many of the planters are Indian.



WHEAT—GROWN ON SOME TWENTY-FIVE MILLION ACRES IN INDIA: EARS OF SOME IMPROVED PUSA WHEATS WHICH ARE WIDELY CULTIVATED.

Most of the wheat grown in India comes from the United Provinces and the Punjab. The scale on which it is grown is so extensive that Northern India is one of the chief granaries of the British Empire. Systematic irrigation has made this result possible.

or coffee. In the 243,000 acres of rubber, only about 46,000 labourers are employed.

Plantations occupy a vital place in the general and agricultural economy of India. They are responsible for growing valuable crops; they relieve congestion in many parts of the country by providing work for over one million labourers; they help to raise the standard of living in the districts by paying good and regular wages; they supply medical and educational facilities of a high order; their excellent management is attracting an increasing amount of Indian capital; they have turned waste and jungle lands into productive estates. When the complete history of British enterprise comes to be written, an important share will be given to the part it has played in developing the planting industry, one of India's greatest assets.



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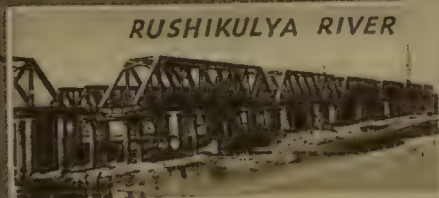
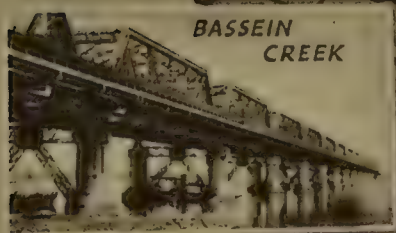
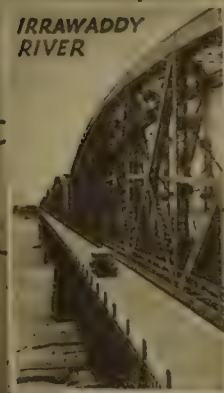
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PIGSTICKING IN INDIA.

(Continued from Page 851.)

Next in importance to the honorary secretary is the Shikari of the Club. A good Shikari is just as essential for sport as a good huntsman is to a pack of hounds at home. On hunting days his job is to control the line and see that the jungle is properly beaten, so that the boar is flushed where the spears can pick him up and ride him. How he carries out this work is important, but what is far more so is the way he and his assistants spend their time before the season opens and in the intervals between meets. Then indeed they must work like men and scour the whole extent of their Club's country, finding out by questioning the villagers and by personal observation where pigs are likely to be found at any particular time.

It is on their information, helped by his own reconnaissances and by the past records of the Club, which are always carefully written up and preserved, that the honorary secretary decides where and when to hold his meets. We will imagine that the honorary secretary and his Shikari have decided on a meet and have made all their arrangements. The camp is pitched in a cool and shady grove of mango trees, with the horses and syces at one end and their masters at the other. The hour for the line of beaters to start has been given out at dinner, and after an early breakfast the spears hack out and join it, taking their places in their allotted heats. The beaters move off in a silent orderly line through the grass or jhow, encouraged by quiet exhortations from the Shikari: "Beat with your sticks, my brothers, beat well with your sticks! Leave nothing out!"

They move forward slowly for perhaps half an hour. Then suddenly there is a commotion amongst the beaters and excited shouts ring out. Above the noise comes an electrifying crescendo yell from the Shikari on his camel: "Wuh jah! Wuh jah hai-i-i! Bahut burra jubba soor!"—"There he goes! There he goes! A very big fighting pig." Off at once in pursuit goes the nearest heat, and a shout from one of them, accompanied by a sudden increase of pace, announces that he has picked up

this well enough. He sticks to the rough ground and, expert that he is, puts every stump and tree and tuft of tall grass between himself and his nearest pursuer, while all the time he holds on stoutly towards his point.

He has been going for three-quarters of a mile now and the pace begins to tell! His enemy can go no faster over the rough ground, but he himself has become slower, and the distance between them is diminishing. He is thinking quickly of his next move. Suddenly he hears

a crash behind him accompanied by a loud oath, and out of the corner of his eye he sees horse and man roll over in an old buffalo wallow. The horse gallops off loose and he breathes more freely. But not for long! No. 2 in the heat is only just behind. Shouting the conventional "Are you all right?" to his friend on the ground, he presses on without another glance and without waiting for any answer!

The boar has still 200 yards to go to make his point, but No. 2 has got between him and it and is almost on him. In this crisis he never loses his head for a moment, but watches his chance, and, just as the spear seems to be going to touch

him, he jinks sharp right, pulls up short on his forehead with his nose on the ground acting as a brake, and whips round behind his adversary as the latter flashes past him. Once more the initiative is his and he is heading grimly for his point as hard as he can go! No. 3 in the heat then takes up the running and is soon close on him. He is still fifty yards from the jungle and very blown; but No. 3 is a novice, and his horse is out of hand. He lunges with his spear, misses, and is carried on past the boar, who turns and plunges panting into the thick covert and comparative safety. [Continued overleaf]



BEATERS BEATING OUT THE GRASS TO RAISE A PIG IN THIS YEAR'S KADIR CUP; WITH A LINE OF SPECTATORS ON ELEPHANT-BACK WATCHING THE MOST EXCITING OF ALL INDIAN SPORTS.

the boar and is after him. Away they go at top speed, the man who is on the pig continuing to shout directions as to the pig's course: "On! On! On!" or "Right! Right!" or "Back! Back!" as the case may be.

The boar is soon fully extended, making for the point he has chosen. This may be a patch of thick tree jhow, or a jheel overgrown with grass and reeds higher than the rider's head, or a clump of impenetrable thorn trees—in fact any bit of jungle heavy enough to defeat horse and man. On a race-course or polo ground any average horse would soon overhaul him, but he is no fool and knows

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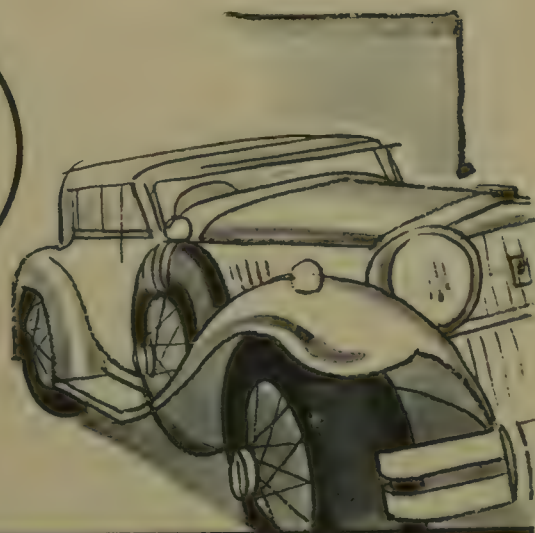
cabaret entertainments

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*The
Taj Mahal
Hotel*

B O M B A Y



Continued.]

Sometimes he is not so lucky. There may be no sanctuary within reach, or his enemies may be more experienced spears and mounted on faster and handier horses. Long before he reaches any jungle thick enough to give him a chance of escape, he finds that the leading spear is upon him. He will almost certainly try one or two jinks before he realises that escape is impossible and that he must fight it out; but once he has made up his mind, he fights to the bitter end. As his adversary draws up to him he cocks his ears, his hackles go up, and with a grunt he turns in, opening his mouth and slashing upwards with his razor-like lower tusks.

So long as the rider is galloping the odds are against the boar being able to do much damage, but woe betide him and his horse if he is weak with his spear and is caught at a slow pace! An angry boar gives no quarter and expects none. The charge is repeated again and again till the gallant beast sinks to the ground, dying but still defiant. Having lost or killed their boar the spears return to the line, change their horses, and resume their places till another boar breaks covert near them, when off they go again. Sometimes one is hours, even days, on the line without getting a run; sometimes one may have ten runs before breakfast.

The incidents, alarms and excursions of a season's pigsticking would fill a book. No two hunts are ever alike, and in no other mounted sport does one's enjoyment depend so much on a complete understanding with one's horse—which explains why the keen hog-hunter becomes so devoted to the horse which carries him well. There are some clubs which, in addition to their ordinary normal meets, hold annual competitions open to sportsmen coming from other clubs all over India. The two best known of these are the Kadir Cup and the Muttra Cup.



THE KADIR CUP, 1935—THE BLUE RIBBON OF INDIAN PIGSTICKING—HELD IN THE PICK OF THE GRASS COUNTRY OF THE MEERUT TENT CLUB: A COMPETITOR RIDING OFF A PIG IN A PATCH OF OPEN GROUND.

The Kadir Cup, whose conditions resemble very closely those of nearly all other pigsticking competitions, has been held for over fifty years in the Ganges Kadir under the ægis of the Meerut Tent Club, which, with wonderful generosity, reserves the jungles near Sherpur and Shujmana, the pick of its galloping grass country, for this competition. Year after year at the end of March fifty or sixty horsemen, with a hundred or so of the most famous pigsticking horses in India, assemble for four days and fight out this exciting contest. It is an individual competition, and in theory is won by the horse, not the man.

The Kadir Cup is certainly one of the sights of India which no visitor should miss. Good horses and horsemen they can see elsewhere, but nowhere else can they watch in comfort fifty or more all-out rides after pig in perfect galloping country, and nowhere else can they see a long line of fifty elephants being manoeuvred through the jungle in perfect dressing and under perfect control, resembling, one imagines, the line of battle with which Pyrrhus faced the Romans over two thousand years ago.

The Muttra Cup competition, as its name implies, is held by the Muttra Tent Club, and is run on different lines. It is open to teams of three from any recognised Tent Club or from any unit in the Army. Each team is given the same number of runs and the object is to kill the pig. The team which kills the greatest number wins the Cup. Both these competitions are very popular, and there is no doubt that they do much to encourage beginners to take up pigsticking seriously and train their horses carefully. They also do much to stimulate the interest and goodwill of the local Indian land-owners and gentry. It is to them, nowadays, that the Tent Clubs look for help in preserving pig and in many other matters. Their support is becoming more and more important, and anything which increases it deserves the help of all good hog-hunters.

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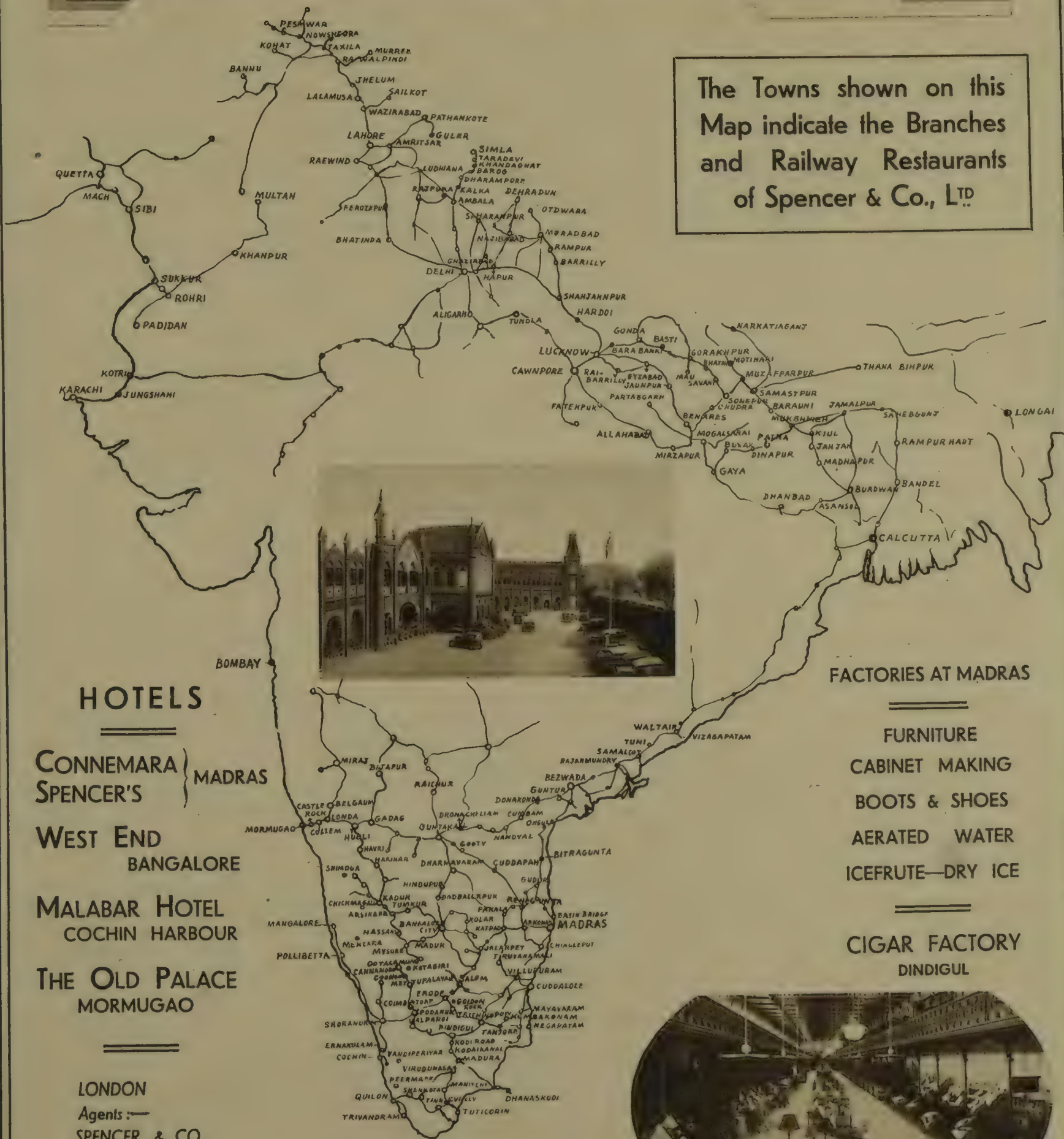
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SHIPPING LINES THAT SERVE INDIA: THE "P. AND O." AND OTHER FAMOUS COMPANIES.

THE whole history of mail and passenger steam transport between Europe and India is, in the main, a history of the P. and O. One hundred years ago, in 1835, the partners Willcox and Anderson began to run a steamer service to the Spanish and Portuguese ports of the Iberian Peninsula, and in 1837 a contract was granted to the Peninsular Steam Navigation Company, formed by the partners for the carriage of mails by steam between Falmouth and the Peninsula ports, including Gibraltar. Later the service was extended to Malta and Alexandria, and in 1840 a Royal Charter was granted to the Peninsular and Oriental for the establishment of a through service to India.

In 1842 the company's *Hindustan* was sent out round the Cape to take up the run between Suez and India, and then there began the building up of the elaborate organisation known as the Overland Route across Egypt. Mails, passengers, cargo, and even the coal required for the ships in the Red Sea had to be transported by canal barge from Alexandria to the Nile, up-river by special steamers to Cairo, and thence by camel-back and horsed vehicles for passengers across nearly 100 miles of desert. It required upwards of 3,000 camels to transport a single steamer's loading.

In 1844 the P. and O. was carrying the mails to Ceylon, Madras, and Calcutta, and undertaking a further extension to Penang, Singapore, and China. In 1852 a branch line began from Singapore to Australia. In 1851 the P. and O. placed a contract for the building of the Suez Railway, but the opening of the Suez Canal in 1869 brought the company to the verge of ruin. All their costly organisation of wharves, warehouses, docks, and hotels, as well as overland transport, was reduced to scrap value, and, in addition, an entirely new fleet had to be built suitable for both the European and Eastern sections of the route. But the

capital was found and the transport continued unbrokenly. Since then the P. and O. has maintained its leading position in the size and class of its mail steamers, several of which, like the first *Hindustan* and *Himalaya*, were the sensation of their day. The latest P. and O. liner, the *Strathmore*, which sailed on her maiden voyage to India in October of this year, is of 23,500 tons, and driven by geared turbine engines. The fleet of the P. and O. and its associate company, the British India S.N. Company, numbers nearly 150 ocean-going liners.



THE NEWEST ADDITION TO THE "P. AND O." FLEET: THE BEAUTIFUL LINER "STRATHMORE," OF 23,500 TONS, WHICH SAILED ON HER MAIDEN VOYAGE TO INDIA LAST OCTOBER—DRIVEN BY GEARED TURBINE ENGINES.

Of other shipping lines that ply between Europe and India, the Bibby Line has a fine fortnightly service of twin-screw vessels of from 10,000 to 15,000 tons, sailing from Liverpool to Cochin (Southern India), Colombo (Ceylon), and Rangoon (Burma). A feature of them is that only first-class passengers are carried, whilst the whole of the accommodation is amidships, and each cabin has a port or window giving free access to the open air. There

is direct rail connection from Cochin with Madras, Mangalore, Bangalore, and other important centres in Southern India, and from Colombo tours are arranged which cover the most interesting places in Ceylon and extend to Southern India, including such centres of interest there as Ootacamund, in the Nilgiri Hills; Madura, with its famous temples; and Trichinopoly; a Southern Indian tour is also arranged from Cochin. For passengers to Rangoon, there are tours which include in their itineraries such interesting items as a visit to Taunggyi and the Inle Lake in the Shan States;

a trip up the Irrawaddy; Mandalay, with its many pagodas and King Thebaw's palace; Amarapura, the old capital; and Pegu. Inclusive terms are quoted for the return voyage and all ordinary expenses on tours. These are arranged to fit in with the fortnightly arrival and departure of steamers.

The Norddeutscher Lloyd Line has an attractive express service to the Far East, with regular monthly sailings from Southampton and Genoa; and as its ports of call include Colombo, in Ceylon, which is reached from Southampton in seventeen, or from Genoa in eleven, days, an agreeable method of journeying to India is to travel to Colombo by N.D.L. steamer and see Ceylon first. It is possible also to tour India from Colombo and then return to Colombo and take another N.D.L. steamer to Yokohama, in Japan, calling en route at Penang, Singapore, Manila, Hong Kong, and Shanghai. There are three vessels on this Norddeutscher Lloyd Far East express service inaugurated only during the present year—the *Scharnhorst*, the *Potsdam*, and the *Gneisenau*, each of 18,000 tons, built specially for hot-weather travel and with all first-class cabins outside, also many of the tourist-class cabins; and it is interesting to note that all the stewards on these vessels are English-speaking! A great inducement to travellers to take a trip to the Far East by this service is the fact that the voyage from Genoa to Shanghai occupies only twenty-three, and that to Yokohama twenty-seven, days!

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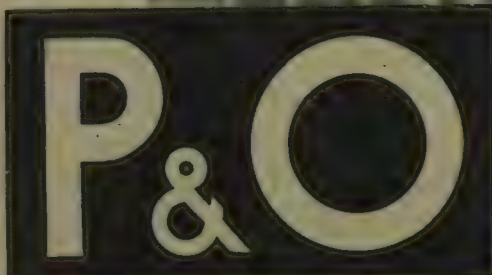
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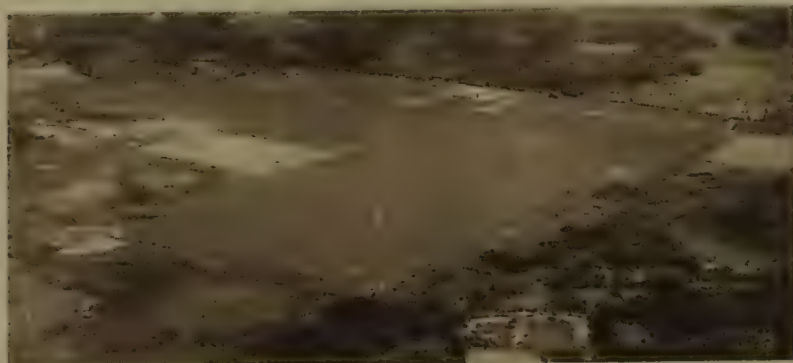
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CIVIL AVIATION IN INDIA.

By F. TYMMS, C.I.E., M.C., Director of Civil Aviation.

THE first air mail was carried in India in 1911—a matter of 5000 letters. To-day the air mail to and from India is the most important in the British Empire—totalling nearly 100 tons a year. Development started late. In 1927 the development of the necessary organisation was taken in hand by the Government of India, and the period of four years up to 1931 was one of foundation-laying, during which aerodromes, landing-grounds, and wireless stations were built and a meteorological service organised, the expenditure incurred totalling nearly £520,000. Then a complete halt was called by retrenchment. 1928 saw the establishment of the flying club movement, which is now represented by the Aero Club of India and Burma, the subsidised flying clubs at Karachi, Delhi, Calcutta, Bombay, Madras, Lahore, Cawnpore, and Lucknow, and a flying club at Jodhpur. In addition, Rangoon has a flying school established by Indian National Airways, Ltd. Between them the clubs have trained some 500 pilots.

In the field of regular air transport, the earliest development was the extension to Delhi in 1929 of Imperial Airways' weekly service from London. From this followed in 1932 the successful Tata service to Madras, connecting the whole of South India with the main service at Karachi. Then, in 1933, the extension of the main service across India to Singapore was effected, an Indian company



DUM DUM AERODROME, CALCUTTA: A STOPPING-PLACE ON THE IMPERIAL AIRWAYS ROUTE TO AUSTRALIA.—(Photograph by Indian Air Survey and Transport, Ltd.)

being formed to participate with Imperial Airways in its operation. In 1933, too, Indian National Airways, a company with interests in Northern India and Bengal, started a programme of development in Bengal and Burma with services from Calcutta to Rangoon and Dacca. Unfortunately, these, in the absence of any form of subsidy, have had to close down after operating for eighteen months. In 1934, North-West India was linked with the Empire service at Karachi by a service to Lahore. In 1935 all services were duplicated and now run twice a week. That, with the inclusion of experimental seaplane services operated by Irrawaddy Flotilla and Airways in Burma, and an enterprising seasonal service operated by Himalaya Air Transport and Survey Ltd., to the high places of pilgrimage in the Himalayas, is the outline of air transport in India to-day.

The immediate future seems to hold important developments. The long-delayed extension of the Tata service to Ceylon will shortly be practicable—the Colombo aerodrome being now nearly complete. Plans are being made throughout the Empire for the speeding-up and intensification of Empire air services and the carriage of all first-class mail by air. India's share in this will be five services a week, taking three days from the imperial capital at Delhi to the capital of the Empire. With this the Indian feeder services will be similarly developed. Four days from Colombo to London!

This development will have a profound effect on life in India. Already the old habit of taking short leave in the hills is giving way to short leave at home. The ingrained habit of writing home mail on a particular day of the week, with decades of custom behind it, was a particularly tenacious one, but two air mails a week are gradually breaking it down. Strangely—and yet perhaps not so strange—the business man and the private correspondent in India have taken advantage of the new facilities with lightning-like rapidity compared with their opposite numbers in Great Britain. Five services a week will finally relegate "mail day" to the limbo of the past.



FLYING FACILITIES IN BURMA: THE LANDING GROUND AT PREPARED MOULMEIN, ON THE GULF OF MARTABAN, SHAPED LIKE A CROSS AND MEASURING OVER 1100 YARDS AT ITS LONGEST.

The Government of India, on their part, are preparing for the developments in operation which have been planned by equipping the air routes. A chain of beacons and lighted aerodromes is being made from Calcutta to Karachi, so that this part of the route may be flown at night. They have embarked on a three-year programme of expenditure to the extent of £694,000 for the organisation, development, and equipment of air routes. New aerodromes, airport buildings, hangars, lighting, wireless stations for communication and navigation, and meteorological stations figure in this programme. In particular, the organisation planned will bring the main feeder-routes to South India and North-West India from Karachi more nearly to the standard of organisation to be found on the trans-India route.

Civil aviation, being a new form of transport, is bound, in every country of the world, to occupy a prominent position as an expanding activity. In India, with its great distances and industrial ambitions, the effect of the introduction of air transport must be more profound than in most. Starting later, the rate of expansion must be greater. The movement has only begun to establish itself, and a look at one or two figures of the past few years will give a presage of what the next few are likely to reveal. The weekly scheduled mileage of Indian internal air services increased from 1380 in 1930 to over 13,000 in 1934. Counting foreign services, the weekly scheduled mileage of air services in India increased from 4792 in 1930 to nearly 20,000 in 1934. The quantity of mails carried to and from India by air was 34 tons in 1930; in 1934 it was over 80 tons. The number of aircraft registered in India in 1930 was 42, and in 1934, 102. In 1930 there were 150 pilots on the register; to-day, 302. Development is hampered by the lack of funds, judged by the comparison of the size of the country to be dealt with and its annual income; but a sure start has been made and the next five years should see a great change.

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A PAGE FOR COLLECTORS.

INDIAN INFLUENCE ON FAR-EASTERN ART.

By FRANK DAVIS.

record, "studied under him the making of Hindu images."

The earlier art of China, with all that it owed to Indian influence, passed on to Japan in the seventh century: there appears to have been no direct contact between Japan and India, but there is no question of the changes brought about by the introduction of Buddhism via China. In neither case, of course, can there be any suggestion of more than Indian influence: both China and Japan had energy enough and to spare and immensely old traditions of their own. It is nevertheless true to say that a great deal of both Chinese and Japanese art is incomprehensible unless one has a fair knowledge of Indian forms.

As regards the second of the two main routes of Indian expansion, the south-east, we have here to rely mainly upon

names ending in the patronymic *varnam*, and using an Indian alphabet, were established in Campā, Cambodia, Sumatra, and even Borneo. But to apply the name of 'Indian Colonial' to the several national schools, after the end of the eighth century, is an injustice to the vigour and originality of the local cultures. There is scarcely a monument of Farther Indian or Indonesian art which, however nearly it may approach an Indian type, could be imagined as existing on Indian soil; equally in architecture, sculpture, and in the drama and minor arts, each country develops its own formula, freely modifying, adding to, or rejecting older Indian forms. India, indeed, provided the material of a higher culture, and perhaps a ruling aristocracy, to less developed and less conscious races; but the culture of these races, plastic, musical, dramatic, and literary, as it flourished in the twelfth and thirteenth centuries and still survives in Java and Bali, may justly be called 'native.' (Coomaraswamy: "History of Indian and Indonesian Art.")

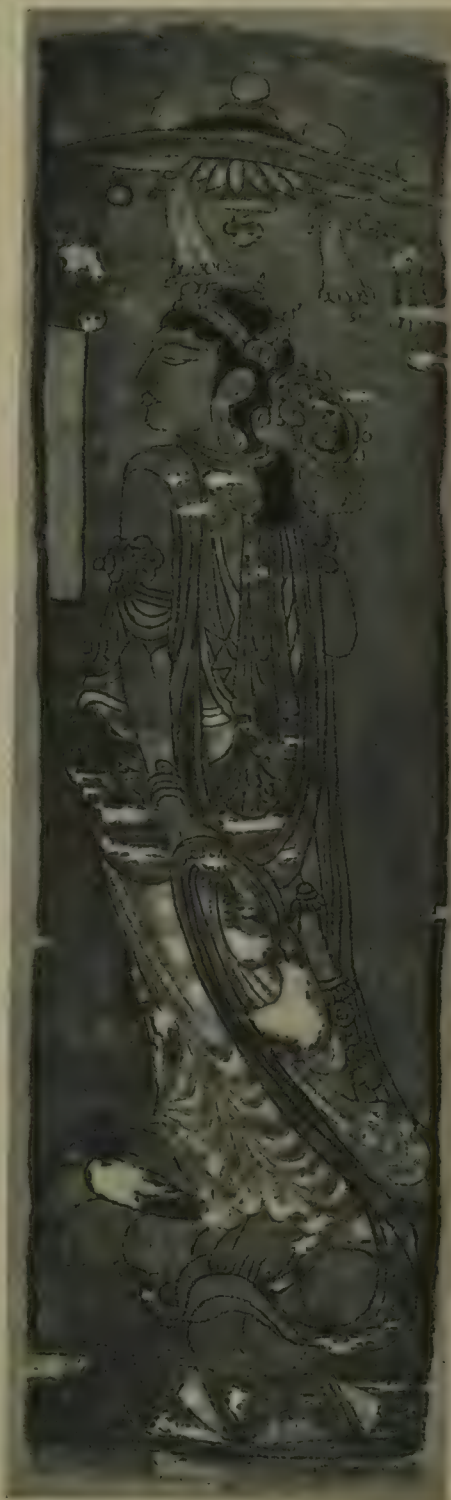
TYPICAL INDIAN SCULPTURE OF THE "CLASSICAL" GUPTA PERIOD: A STANDING BUDDHA IN STONE; EXPRESSIVE OF REPOSE AND STRENGTH. (FIFTH OR SIXTH CENTURY A.D.)

"History of Indian and Indonesian Art.")

The reader will readily appreciate the above quotation by comparing the Indian Buddha (fifth or sixth century A.D.) with the fine head with the triple crown from Cambodia (tenth century). Both sculptures are from the British Museum collection. The influence of India upon Chinese painting is so strong that it is not surprising to learn that the aristocracy of Khotan was of Indian origin until the conquest by the Turkish tribes in the eighth and ninth centuries; besides, one has to think of the ancient silk trade route through Central Asia as traversed continuously by all sorts of races. Along it came those Hellenistic forms which occur with comparative frequency in Chinese pottery of the beginning of our era; along it, also, throughout many centuries, Buddhist missionaries, and with them Buddhist sacred images. It is no small thing to have exported a religion to half the known world: it is not a much less important achievement to have influenced so strongly the artistic expression of so many varied races in the uttermost ends of the earth.

SCULPTURE WHICH, THOUGH GIVING PLAIN EVIDENCE OF INDIAN INFLUENCE, COULD NEVER HAVE BEEN EXECUTED IN INDIA PROPER: A CAMBODIAN HEAD OF BUDDHA WEARING A TRIPLE CROWN; FOR COMPARISON WITH THE GUPTA FIGURE ILLUSTRATED ABOVE. (ABOUT TENTH CENTURY A.D.)

TO a great many Europeans, Indian Art is represented by the Taj Mahal: to a great many Indians, English Art is represented by St. Paul's Cathedral. Each of these buildings is a masterpiece, but the one is not typically Indian, nor the other typically English. We must look further, and probe deeper, before we come to the root of the matter. In this country, we must see York and Ely and Wells and Winchester and St. Bartholomew the Great, and a hundred little country churches, not to mention Hampton Court, before we begin to form even a tentative opinion; and in the great peninsula to whose beauty and achievement this number of *The Illustrated London News* is devoted, we must take note of a thousand ancient temples and ten thousand individual sculptures and paintings scattered throughout the world—a task which obviously demands a very large book rather than a single page. But if it is not possible here to display the contribution which India has made to great art during the past three thousand years, it is just possible to indicate a little of the influence which that art exerted upon her neighbours.



THE INFLUENCE OF INDIAN ART BEYOND INDIA'S BORDERS: A PAINTING FOUND BY SIR AUREL STEIN IN CHINESE TURKESTAN; SHOWING AN OBVIOUSLY INDIAN TYPE OF FIGURE. (NINTH CENTURY A.D.)

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Indian culture spread outwards by two main routes—east and south-east. Of its eastward expansion we know a good deal, and can trace its march with something approaching accuracy, because we have not only many Chinese works of art which are obviously Indian in character, but also numerous and authentic records, such as the description of his travels by the Chinese pilgrim Fa Hsien, who, between 399 and 413 A.D., crossed Central Asia, spent six years in India, and returned home *via* Ceylon and Sumatra. It is certain that, quite apart from the difficult land route, there was a fairly constant intercourse between India and Southern China by sea at least as early as the fourth century A.D., and probably earlier; while China's first contact with Buddhism—a contact which was destined to produce some of the finest works of art in the world—took place in the first century. Between 357 and 571 we read of no less than ten embassies sent from India to China. It is also suggested that there was a third route by which the two cultures met, *via* Burma, and that it was by this means that the Indian water-buffalo was introduced to Chinese agriculture. There is even a specific record of the employment of an Indian artist at the Imperial Court, for, as late as 1279, A-ni-ko, painter and sculptor from Nepal, was appointed Controller of Imperial Manufactures at the Court of Kublai Khan in Peking, while a pupil of his, says the

deduction — for example: "Before the 5th century A.D. the greater part of the area (i.e., Farther India and Indonesia), so far as accessible by sea, had been more or less thoroughly Hinduised, and rulers with Indian



THE END OF THE HISTORIC ROMANCE THAT LED TO THE BUILDING OF THE TAJ MAHAL:
SHAH JEHAN CLASPS HIS DYING WIFE, AND SWEARS NEVER TO MARRY AGAIN.

THE Taj Mahal at Agra (pictured on the cover of this number) was built by the Mogul Emperor Shah Jehan (c. 1592-1666) to enshrine his beloved wife, Mumtaz Mahal, and he also was buried there. Mumtaz Mahal wedded the Emperor in 1615, and bore him fourteen children. She died in 1629. Before her death, she begged him never to re-marry, and to build a great memorial to perpetuate her name.—[FROM THE PAINTING BY SOBHA SINGH.]

Say Mr Vities!





THE WORLD OF SCIENCE.



THE ANIMAL LIFE OF INDIA.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THERE is a glamour and a sense of splendour about India which is indefinable but very real. It has been expressed nowhere more vibrantly than in Mr. Rudyard Kipling's "Kim." But to get a real grip of this wonderful country from what we may call the "natural history" point of view, we must go back to geological ages before the advent of man, when India was yet in the making. Geologists tell us that in Eocene times, many millions of years ago, what we call the "peninsula of India" was part of a tract of land, perhaps a continent, united to Africa. The Himalayas had not yet attained to the majestic heights we know to-day, and it was suggested by Russel Wallace that they may have been cut off from the mainland by an arm of the sea long since vanished. In Miocene times, however, the land connection between India, Madagascar, and Africa became submerged, though the passage through Arabia was not then barred by the Red Sea.

The late Pliocene was a time of tremendous importance, not so much in the history of India as of Africa. For up

compare them; but these are not to be attributed wholly to influences effected in their respective areas, for there were many distinct species of elephant in India, as their fossil remains from the Siwaliks show, and one of these, in the matter of its great molar teeth, resembles that of the African species.

Since the lion and the hunting leopard made their way from India into Africa, why did the tiger fail to do so? The India of to-day possesses several species of bears, yet none found their way to Africa. The goral, serow, nilgai, blackbuck, Indian gazelle, and four-horned antelopes are the only species of the antelope tribe in India. Africa proved a paradise for them, for nowhere else in the world are so many species to be found. But, it is to be noted, a fossil species of kudu, a sable antelope, and a hartebeest have been found in India. To-day these are found only in Africa.

India, then, seems to have given over-generously to her sister Africa in the matter of antelopes, though contriving, somehow, to preserve suitable conditions for the survival of the remnants of the stock she finally retained. Nevertheless, the fastnesses of her mountains, her vast forests and jungles, and her great rivers still

harbour a bewildering array of living creatures, often of rare beauty and all of surpassing interest, to the sportsman on the one hand and the naturalist on the other. Some of the world's most beautiful deer are hers. Africa has but one species, which has never been found south of the Atlas Mountains.

Besides the elephant, two other native wild animals have been domesticated, and play not only a profoundly important part in the well-being of the people, but also in what we may call the "pageantry" of India. These are the humped cattle, the Indian buffalo, or arna, with enormous horns sweeping outwards and backwards; and the Kathiawar buffalo, wherein they curve sharply downwards, then upwards and

backwards. The Indian buffalo is kept by the Todas of the Nilgiri Hills of Madras in enormous numbers, for the sake of their milk and butter; but in many parts of the plains they are employed in the plough or as beasts of burden. The wild ancestor is still found in the great grass jungles of Assam, and stands 6 ft. high at the withers. The humped cattle, of which there are many breeds, some quite diminutive, are believed to be descendants of the bantian. The Hindus regard them as sacred animals, and they have the run of the streets and are allowed to help themselves with impunity to the rice, fruits, and vegetables displayed in the bazaars. They are, or were, extensively used as transport animals and in "bullock-carts," even of Rajas who now travel in expensive motor-cars.

Of the birds of India but little can be said, because only a few of the naturally sedentary species are confined to India and the countries to the east. The most important, perhaps, are the pheasants of the Himalayas, some of which are of surpassing beauty, such as the monal, impeyan, tragopan, and silver pheasants. Then among the other "game birds" there are the peacock and the red and grey jungle fowls. From the red jungle fowl our domesticated



THE SAMBAR: THE LARGEST INDIAN DEER, WHICH MAY ATTAIN A SHOULDER-HEIGHT OF FIVE FEET FOUR, AND IS FOUND OVER A WIDE AREA REACHING FROM CEYLON AND THE MALAY COUNTRIES TO SZECHWAN IN CHINA.



INDIAN HUMPED CATTLE: A SPECIES WHICH DIFFERS PROFOUNDLY FROM EUROPEAN CATTLE, IN COLOUR, VOICE, AND HABITS, AND IS PROBABLY DERIVED FROM THE WILD BANTIAN (*BOS SONDAICUS*) OF THE MALAY COUNTRIES.

till now India had been evolving the types which most people regard as peculiarly African—the lion, tiger, giraffe, rhinoceros, hippopotamus, the antelopes, and the great apes, the ostrich, and many "smaller fry," but nevertheless important links in the chain of evolution. The truth of this is proved by the fossil remains of these creatures in the Siwaliks. They were then flourishing all along Southern Europe and Western Asia. They made their way into Africa across Syria or Arabia.

We have as yet no clue as to the causes which led to the extinction of the chimpanzees, the giraffe and the hippopotamus, and the ostrich in India. Neither can we explain the striking differences between many of the great ungulates now surviving both in India and Africa. Take the rhinoceros, for example. The Indian species has but one horn, and the hide thrown into great shield-like plates covering the fore- and hind-quarters. The African species are now two-horned, and have no such foldings of the skin. There are many other differences in the skeletons and teeth of these several types, but these need not be considered here. The Indian and African elephants present many striking differences when we come to



THE INDIAN BUFFALO: AN ANIMAL WHICH IS MUCH ADDICTED TO BATHING, BOTH IN ITS TAME AND ITS WILD STATE, AND LOVES TO LIE IN SHALLOW WATER DURING THE HEAT OF THE DAY WITH ONLY PART OF ITS HEAD ABOVE THE SURFACE.

fowls have been derived. But these must be sought in the jungles. The great adjutant-storks and kites have overcome their fear of man and haunt even busy streets, playing the part of scavengers. Ducks, as every Indian sportsman knows, swarm there. But they are mostly of species having a very wide geographical range. Mention, however, must be made of the curious, long-legged "tree ducks" (*Dendrocygna*), the cotton teal, suggestive of a goose in miniature, and the "comb duck," which is really a goose, whose wing is armed with a most formidable spur.

Of the rivers of India in regard to their natural history much might be said, but it must suffice to note some only of their more important inhabitants. First among these must come that remarkable cetacean, the "Susu," or Gangetic dolphin, found in the Indus, Ganges, and Bramaputra, ascending almost to their sources, but never passing out to sea. It is one of the most remarkable of all the whale tribe. This animal, about 8 ft. long, is blind, and feeds by groping in the mud of the bed of the river for fishes and small crustaceans. How it contrived to get into the Indus is still a mystery. In these rivers are also found that forbidding-looking crocodile, the long-snouted garial, and three species of the curious tortoises known as "soft tortoises," wherein the shell has so degenerated as to form no more than a large plate covering the centre of the back, and surrounded by a broad band of leathery skin. This brief sketch of the animal life of India includes, of necessity, only such species as have a bearing on the past history of India, or which add so much to the splendours of the India we know to-day.



THE GREAT INDIAN RHINOCEROS: A SPECIES WITH BUT ONE HORN, AND ITS HIDE THROWN INTO LARGE SHIELD-LIKE PLATES—DIFFERING CONSIDERABLY FROM THE TWO-HORNED AFRICAN RHINOCEROS, WHICH HAS NO SUCH FOLDINGS OF THE SKIN.

Reproductions from Lydekker's "Wild Life of the World"; by Courtesy of the Publishers, Messrs. Frederick Warne and Co.

THE INDIAN STATES: UNIQUE POLITIES WITH LOYAL AND PROGRESSIVE RULERS.

By PROFESSOR L. F. RUSHBROOK-WILLIAMS, C.B.E.

THERE is nothing else in the world to-day quite like the Indian States, and no historical comparison will help us to understand them. The only way to find out something about them is to go and look at them. If you study the map of India, you will see that they stretch in a great irregular cross from north to south and from east to west, so that you can make your way from Kashmir to Cape Comorin, and from Karachi almost to Calcutta, without crossing more than small pieces of British territory. What you will not realise is that there are more than 560 of them, occupying nearly 700,000 square miles, or seven-sevenths of India. The 80 million people who live in them are not British subjects. Parliament cannot legislate for them; the King's Writ does not run among them. They are the subjects of their own kings—the Indian Princes—many of whom have armies, police, hospitals, schools, and sometimes even railways, post offices, mints, and universities, quite independent of the corresponding institutions in British India.

The States vary very much in size and importance. At one end of the scale are the dominions—as big as Italy—of his Exalted Highness the Nizam of Hyderabad, who has an efficient army, an organised Civil Service, and a revenue of many millions sterling. At the other end come tiny "Estates," such as those found in Western India, whose proprietors may have only a few fields upon which to maintain their cherished dignity of "Durbar Sahib." Yet the greatest prince and the humblest squire have this in common: their land is not British territory and the people living there are not British subjects. It is worth noticing that the little "estates," though there are more than 400 of them, are not very populous; and four out of every five persons in "Indian India"

are subjects of the hundred or so considerable States which are big enough to run a regular administration and exercise internal sovereignty. This phrase, "internal sovereignty," is worth remembering; it is the clue to the real position of the States. For every one of them, from the greatest to the least, has its external relations controlled by Britain, and is thus under the suzerainty—but not under the rule—of the King-Emperor.



THE VAGHMAHAL (OR "OLD PALACE") ON THE MATTCU RIVER BANK AT MORVI: A FINE EXAMPLE OF INDIAN ARCHITECTURE IN THE CAPITAL OF MORVI STATE, KATHIAWAR.

Morvi lies in the Western Indian States Agency (which includes the political agencies of Eastern and Western Kathiawar). There are seventeen salute States in the Agency, all in relations with the Agent to the Governor-General in the States of Western India. H.H. Maharaja Shri Sir Lakshidhirji, K.C.S.I., is ruler of Morvi, which has an area of 822 square miles—somewhat greater than that of the county of Westmorland. The Maharaja, who is a Jareja Rajput, was born in 1876 and succeeded in 1922.

How did this come about? The fascinating story is too long to be told in detail. Briefly, India has always been too big, her races too numerous and too different, to be ruled effectively from one centre. So successive Empires—and there have been fifteen of them before we came upon the scene—generally left the local kingdoms alone, so long as they paid

tribute and behaved themselves. When Empires fell, from invasion or from rebellion, the local kingdoms asserted their independence, fought, made alliances, and intrigued for power, until another Empire rose. We ourselves started in India as a local kingdom subordinate to the Mogul Empire. We too asserted our independence, fought, made alliances, intrigued for power, and at last we built our Empire. The Indian States of to-day, once our equals or our superiors, our allies or our rivals, are all now our "subordinate" allies. But many of them have seen our predecessors rise and fall. Will they outlast us also? Quite probably, if the past is any guide to the future.

At every time of crisis, the Princes of India have been true to their allegiance to the Throne. No peril—the Mutiny, Frontier fighting, the World War—has ever daunted their martial spirit or shaken their staunch loyalty.

In view of their importance, a prominent place has been reserved for them in the new Federal Constitution which has been planned for India. Indeed, without them, Federation cannot come. Yet we could not, even if we would, compel the Princes to co-operate in this great enterprise. We must leave it to their patriotism and statesmanship. There is no reason to fear that they will withhold their support.

Will the Indian States survive the impact of the democratic ideas now working so strongly in British India? I think they will. There is little "despotism" in the Indian States—it never has been an Indian notion. Europe got the idea of the "Oriental despot" from watching the Ottoman Turks, with their janissaries and their subject races. Indian kingship, whether Hindu or Moslem, is very different; it is patriarchal, resting on the consent of the people and not upon force. If the people of the States ever desire to "constitutionalise" their rulers in the Western fashion, the system will readily adapt itself. For the strength of the Prince is in the devotion of his people; and, with very rare exceptions, the governance of the States is based upon this fact.

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day's issue.

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THE JOYS OF SHIKAR IN INDIA:

A VARIED FIELD FOR THE SPORTSMAN WITH RIFLE OR CAMERA.

By LIEUT.-COL. R. W. BURTON.

WITHIN the confines of the Indian Empire are many varieties of wild animals, the number which may be considered as "big game" from the point of view of a sportsman with a rifle being not far short of forty; and for the increasing number of those who hunt with a camera there are, besides these, smaller animals, reptiles, and countless birds, which furnish an inexhaustible supply of subjects for photography. Among the game animals are species which afford as fine trophies as can be had in any other land; moreover, the greater number are to be found in no other country in the world. In India and Burma are some 40,000 miles of railway, and in these days of motor-vehicles, with consequent easy and rapid access to localities which were formerly many days away from railhead, there are but few shooting-grounds which are more than a day's journey from the railway. An exception has to be made in regard to the countries beyond Kashmir, and in other parts of the Himalaya.

In quest of trophies and in company with scenery unsurpassed in any country, the keen sportsman can wander amongst the magnificent mountain ranges of the further Himalaya for markhor and ibex; to the

uplands of Ladak for yak, ovis ammon, shapu, and bharal; there also he will seek the Tibetan antelope and gazelle. In the lovely Kashmir country he will find the red and black bear, the snow leopard, and the famed Kashmir stag. At the gate of Kashmir is the markhor of the Kaj Nag Mountains. In the neighbouring country of Kishtwar the nimble goral will afford sport, and life and limb can be



"THE CONFLUENCE," ON THE IRRAWADDY RIVER: A HAUNT OF THOSE WHO FISH FOR MAHSEER, THE FAMOUS EASTERN GAME-FISH WHICH MAY ATTAIN A LENGTH OF SIX FEET.

risked after tahr. The pursuit of these might well be undertaken as training and experience for the more serious business of shikar in the higher and remoter ranges.

East of the Sutlej River are no ibex. The leopard is ubiquitous, while in Eastern Kumaon a man-eating tiger is always to be found. In Baluchistan and neighbouring countries are straight-horned markhor and Sind ibex; also varieties of the urial—a wild sheep akin to the shapu of Ladak. These sheep also inhabit the hill ranges of the Punjab. Less strenuous work awaits the sportsman in the tiger-haunted forest tract which marches for a thousand miles with the foot-hills of the Himalaya, and is penetrated by a number of branch railway feeder lines. In these forests are tiger, leopard, bear, sambar, chital, swamp-deer (Kheri forests only), hog-deer, barking deer, and blue-bull. For the beautiful brow-antlered deer and the tsine (wild ox), the enchanting land of Burma must be visited. There also elephant may be hunted, whereas in India only those proclaimed as rogues may be shot.

Blackbuck and chikara (gazelle) are at their best in the plains of the Punjab; so also sambar of the Central Provinces carry the finest heads of that species to be found in India. The bison is widely distributed—Assam, Burma, Central Provinces, Western Ghats; those of Travancore

carry the best heads. In the teak and bamboo forests of the Central Provinces are all the animals mentioned as to be found in the foot-hills, hog-deer excepted; and to the list is added buffalo, bison, and four-horned antelope. Omit the swamp-deer and buffalo, add elephant and Nilgiri tahr, and the list is the same for the Western Ghats. Small game shooting is a delightful experience during the winter months in the United Provinces. On the approach of the hot weather, the sportsman can journey to Kashmir within forty-eight hours, there to enjoy such sport with the rifle as he may decide upon; and can also delight in excellent trout-fishing amidst beautiful surroundings.

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THE PRIMITIVE LIFE.

Being an Appreciation of
"BOTH SIDES OF BUKA PASSAGE": By BEATRICE BLACKWOOD.
(Published by the Oxford University Press.)

THE islands of Bougainville and Buka, separated by the straits known as the Buka Passage, lie at the north-west end of the Solomon Group. Bougainville is fairly large, being thirty-five miles long and nine miles wide at its widest part; Buka is a tiny satellite, with even smaller islets round its coasts. Here Miss Blackwood spent some nine months studying typical Melanesian village communities, the greater part of her researches being

devoted to a coastal village in the north of Bougainville. She settled down as a welcome member of the village, living under native conditions, and was accepted as a student and spectator of the islanders' habits of life. She appears to have obtained the confidence and friendship of the natives, who gave her all facilities for studying their customs. The result is a scholarly and exhaustive picture of primitive life, which makes a valuable contribution to anthropology.

These Melanesians are not, of course, entirely raw material. They are under "indirect" white government (which appears to work very well), and white influences have touched them at many points. The missionaries are among them—not, in all respects, to their advantage—

building; while the women make, with fair skill, primitive pottery, baskets, and similar household objects. In essentials, however, the Bougainvillians remain primitive; for example, they still make fire by the stick-and-groove method. Probably because they are cut off by the sea, they do not seem to have been seriously demoralised (as so often happens) by contacts with white civilisation. They all smoke, from the earliest age, but the habit is common to many native peoples, and is not necessarily acquired from the European. We hear nothing of the use of intoxicants, either native or imported, nor of those alcoholic orgies which sometimes occur among savage tribes. The universal form of indulgence is the betel-mixture, but this is world-wide among dark races.

The people are fairly well developed physically. Their diet is chiefly vegetarian, taro, coconut, and banana being the staples (apparently sago, a staple in New Guinea, is unknown here): fish and other sea-food are also plentiful, and the luxury for special occasions is the flesh of the pig, either domestic or wild. Miss Blackwood has had the curiosity to obtain a scientific analysis of the diet, and finds that it contains a due proportion of the different vitamins. Small thatched huts are the form of habitation, and they are grouped in the villages according to a roughly uniform plan. The daily life of the community, as Miss Blackwood describes it, is by no means an unenviable form of existence. There is little or no organised plan of work, and men and women perform their tasks when the mood takes them; but somehow things seem to get done. The men build, repair, hunt (pig chiefly), and fish. There are numerous and interesting methods of fishing, well described by Miss Blackwood. Probably the greatest part of labour is devoted to the cultivation of the taro-gardens. A considerable amount of time goes to talking, attending ceremonies, and "sitting around." On the whole, the native of Bougainville lives the ideal life of the country gentleman, with the additional advantage that he is not greatly bothered by property; for personal property is scant and simple, and land is not held in individual ownership at all.

The village forms a unit, under the headship of a chief, who may or may not be identical with the *kukera*, or official appointed by, and responsible to, the Government. Kinship may be roughly described as matrilinear, though

(Continued overleaf.)
* "Both Sides of Buka Passage. An Ethnographic Study of Social, Sexual, and Economic Questions in the North-Western Solomon Islands." By Beatrice Blackwood, B.Sc., M.A., University Demonstrator in Ethnology, Oxford. (Oxford University Press; Humphrey Milford, London; 35s.)



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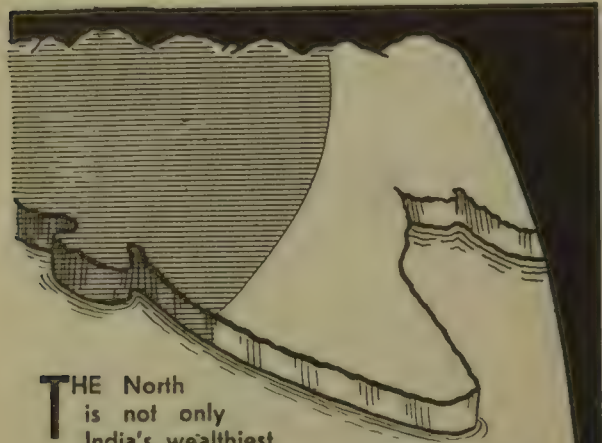
AT THE AGE WHEN EUROPEAN BABIES ARE STILL ONLY CRAWLING: A SOLOMON ISLANDS CHILD "RUNNING ON ALL FOURS."

"At the point when our children are crawling, these babies seem to go through a stage of 'running on all fours.' . . . They crawl as well, but as soon as their interest is aroused in something at a little distance from them, they adopt the other method, which is quicker. . . . Since my return I have noticed some English children running on all fours in the same way, but I am sure it is less general here than it seems to be among the Solomon Islanders."

Illustrations reproduced from "Both Sides of Buka Passage," by Courtesy of the Author and of the Oxford University Press, the Publishers.

and civilisation has not only suppressed some of their most savage customs, such as cannibalism, but has relieved them of the ever-looming threat of tribal warfare. Both sexes—contrary to the original custom—are, at all ages, clothed. Many of them know a kind of pidgin-English. Their stone implements have given place to trade knives and other tools, with which they show a limited proficiency in certain simple crafts, such as boat-making and house-

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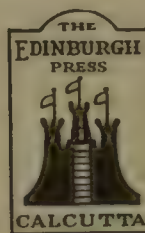
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(Continued.)

that is an inadequate description of a complicated system which Miss Blackwood examines in detail. The cognatic group, for which the word "family" would be inappropriate, is called by Miss Blackwood a "lineage": beyond it lies the clan, which is totemistic, but in a somewhat unusual way, for the members of the clan do not appear to trace mythological descent from the totem, nor do they hold the totem animal or object in any particular reverence. Miss Blackwood found two principal clans in the district which she studied, and their importance to social life is that marriage is exogamous. A curious feature of these people is a classification somewhat analogous to a caste system. "In each village or group of hamlets there is one lineage group which takes precedence of all the others. The lineage may belong to any clan, and the clan to which it belongs is considered the most important, and is generally the most numerous, in that village. . . . The head of such a lineage is called *tsunaun*." The origin of this institution is obscure: "it may be that this group originally formed the nucleus round which the village has grown," but of this there is no certainty. The chief of the village is *tsunaun*, and in many points, chiefly concerned with ceremonial and not with material privileges, a distinction is drawn between *tsunaun* and commoners during life and at death. There does not appear to be any system which could properly be called "government" by the *tsunaun*, nor does Miss Blackwood tell us anything of a system of justice, though we hear of fierce penalties (modified or abolished by the Government) for theft, adultery, and breaches of taboo restrictions.

Infant betrothal, adolescence, marriage, birth and death are, need hardly be said, surrounded by an enormous amount of custom and ritual, which Miss Blackwood has been at great pains to record. Most of these rites are of

a familiar kind, and, as usual, display a curious blend of sheer superstition with instinctive social expediency. A marked feature of the social system is the complete, and apparently effectual, segregation of all adolescent boys for

a period of at least four years, and often longer. These youths wear a curious and clumsy headgear, called the *upi*, without which it is a heinous crime for them to be seen by a woman. Miss Blackwood is of opinion that the principal object of the head-dress is to

many forms of magic and myth. On the whole, the natives seem to be of a friendly and cheerful disposition. Their elaborate system of customs and observances contains few cruel practices. Cannibalism existed among them until comparatively recently, and Miss Blackwood examined a number of "old inhabitants" who professed to have eaten human flesh in their youth; but the practice was almost entirely an incident of warfare, and it seems to have been intended principally as an insult to the dead enemy—not, as has been often suggested, as a means of acquiring his strength and warlike qualities. Needless to say, it has now disappeared under civilised government.

On the surface, this kind of primitive life seems carefree enough; but a dark shadow lies over it all in the unceasing threat of black magic. The "simple" life is a life of fear. Among these islanders, death, except of the very young or very old, is always murder—murder by the magic of an enemy or by the vengeance of an offended spirit. "The place where people go when they die is ruled over by two brothers, named 'Tosisiup and Magor. Tosisiup is big, Magor is little. The home of both is the volcano called Tupa'i.'" "Tosisiup lives at the top. When he likes he makes fire come out of it. Magor lives under it. When he turns himself there is an earthquake. . . . All the people who die go to the volcano." The dead man tells Tosisiup the name of the person who "made poison for him," and Tosisiup promises that when the murderer comes to the volcano, he shall be put in the fire for punishment. Thus, in this strange eschatology, hell is peopled only with killed and killers. Every dead person becomes a *urar*, revisiting the earth in many shapes. The *urar* is not necessarily malignant—though often so—but constantly needs to be placated, and he who omits some placatory rite (frequently under missionary influence) goes in terror of retribution. It is probably this fear which leads to fits of temporary insanity, called *iburar*, similar to the Malayan *amok*, but apparently not so definitely homicidal. Miss Blackwood saw several cases of this kind, and came to the conclusion that they were due not, as has been suggested, to malarial seizures, but to sheer nervous auto-suggestion. Thus, while the savage in the modern world lives without great anxiety from things seen, he is perpetually haunted by the terror of the unseen, and this largely deprives him of happiness. C. K. A.



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Illustrations reproduced from "Both Sides of Buka Passage," by Courtesy of the Author and of the Oxford University Press, the Publishers.



ON THE NORTH COAST OF BOUGAINVILLE: A BOY WEARING THE HEAD-GEAR CALLED UPI, WHICH IS COMMON TO ALL ADOLESCENT BOYS.



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THE WORLD OF THE KINEMA.

By MICHAEL ORME.

FILM-MAKING IN INDIA.

HAD I relied upon first-hand knowledge of the film industry in India, I should have had to hark back to the two or three silent pictures presented in London before the arrival of sound gave an impetus to Indian studios. Fortunately there has come into my hands the Puja special number of the *Dipali*, a stage and screen weekly edited by Mr. Chandrasekhar. It makes good reading, not only in its forthright attack on the problems of modern production as they present themselves to several highly intelligent writers, but also for the delicious modulations of the English language with which their articles are brightly jewelled. The spirit of



A CHARMING SCENE FROM AN INDIAN FILM: NALINI TURKHU, THE HINDU SCREEN STAR, MIRRORED IN A POOL AT MOONRISE—A SETTING FOR ONE OF THE MANY ROMANTIC SONGS WHICH FORM AN INVARIABLE FEATURE OF AN INDIAN-MADE FILM.

Puja, the Editor explains, is "a universal concomitant of thankful gaiety," and "as nothing can gladden a lover of stage and screen more than topics concerning same," the special number has been compiled.

I doubt whether some of the essays devoted to home affairs in the kinematic world will gladden the hearts of producers and directors, but they will certainly profit by some shrewd criticism. A lively desire for improvement, a healthy admission of shortcomings, does come under the heading of Puja in its stimulating effect. The industry in India is very much alive, and is making progress. About forty studios are at present functioning in different parts of the country and producing films in some of the principal Indian languages, and a great advance has been made since Mr. Phalke, popularly known as the father of the Indian kinema, produced the first Indian film.

A serious difficulty is the diversity of languages in the vast continent. Hindustani (a mixture of Urdu and Hindi) is pronounced by a prominent director, Mr. Debaki Kumar Bose, to be the best language for the modern Indian talkie, for the very excellent reason that "it pays most." Also it effects a commendable All-India outlook. Yet the "provincial" demand for talking pictures in their own vernaculars is growing, and is a matter of some concern to the productions in Hindustani. As another contributor puts it picturesquely: "Without inter-provincial circulation of wealth, a stagnation is sure to come, and then it will be a dismal sight of crows eating their own flesh!" Steps are being taken to prevent this dismal sight. In Bengal especially, where good directors and clever artists are at work, a solution has been sought in a double-version policy, which, however, costs "big money" and



ONE OF THE MOST COSTLY AND ELABORATE SETS EVER MADE FOR AN INDIAN FILM PRODUCTION: A SCENE IN A PRINCE'S BEDCHAMBER.

The now well-established and prosperous Indian film industry is developing along Oriental lines to meet the tastes of the Indian masses. Many of the film plots are mythological, but there are also stories of modern India. Indian audiences like much *gana*, or singing; and no good film is complete without an Indian *nauch* (dance) or two.

leads to less satisfactory productions. I am tempted to quote Mr. Bose's last words: "Bengal's art and literature did not sleep within the boundaries of city walls; they reached her cottages and the bathing ghats of the villagers. Bengali films, in order to live and live gloriously, must reach her villages with quality and in quantity. How to reach? Our business men will decide better!" I hope they will be successful.

There are quite a number of producers and directors with up-to-date ideas, and several well-established, flourishing studios, such as the Prabhat Film Company and the Kolhapur Cinetone (chief of the many concerns that owe a great deal to the encouragement and patronage of Kolhapur's enlightened ruler), investing as much as £30,000

[Continued on page 914.]



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FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

THE CAPITAL VALUE OF SOCIAL EXPENDITURE.

WE all have good reason to know that official expenditure on what we call the social services has grown enormously in the last half-century. In Sir Bernard Mallet's book on "British Budgets, 1887-1913," we find among the tables given at the end one showing the expenditure of the education departments, England, Scotland, and Ireland, and (from 1908) that on old age pensions, labour exchanges, and insurance commissions. In the first year, 1887-8, the total was £4,873,000; in the last, 1912-13, it had risen to £35,582,000. In the Budget which Mr. Chamberlain put before the country in April last, the estimates for "health, labour and insurance," which apparently include old age, widows' and orphans' pensions, came to £161 millions, and education was expected to be going to cost £54 millions, making a total of £215 millions on social services.

These figures we now generally accept as part of the inevitable cost of good government; but it is interesting to recall how lately they would have been regarded as quite impossible. In the third edition of Dr. Bastable's monumental work on "Public Finance," published in 1903, he admitted that a general system of pensions for the aged would "undoubtedly provide for one large section of the pauper body," but pointed out that it would "necessitate a great increase in the public burdens. To add £16,000,000 to the annual expenditure of the United Kingdom would involve a grave disturbance in financial equilibrium, which could only be restored by a series of retrograde measures in respect to taxation."

Such was the considered opinion, not much more than thirty years ago, of an economist who had made a special study of questions of taxation and public expenditure. Perhaps even more interesting are his comments on Mr. Charles Booth's proposals contained in his "Endowment of Old Age." "Mr. Booth," says Dr. Bastable, "contemplates calmly the reimposition of the sugar duty, increased taxation on tea and 'drink,' 3d. additional on the income tax, with 'an adjustment of death duties in reserve.' It may fairly be asked what resources would remain for use in case of the outbreak of war, with its inevitable pressure on the national earning power. . . . The effect on the British finances of the South African War proves the justice of the criticism made in this note on Mr. Booth's proposals."

Nothing could show more clearly the amazing revolution that has taken place in our views about what the nation can afford than the contrast between this view and the principles underlying the Budget which Mr. Chamberlain brought in last April. Dr. Bastable thought that £16 millions for old age pensions would seriously derange the national finances, and shuddered at Mr. Booth's suggestion of the addition of 3d. to the income tax; it then stood at 1s. 3d. in the pound and the surtax had never been heard of; and he claimed that his criticisms were confirmed by the effect on the national finances

of the South African War, which caused a rise in the income tax from 8d. to 1s. 3d., and added about £163 millions to the National Debt.

Since then the Great War has given us an entirely fresh conception about our taxable capacity as a nation. The worst that anybody said about Mr. Chamberlain's last Budget was that it was rather dull. It was generally approved by the mass of the business men, who had complete confidence in the Chancellor as a cautious and consistent exponent of "sound finance." And yet it involved an income tax of 4s. 6d. in the pound and a surtax ranging up to 8s. 3d. in the pound, the

about half as much again as that of the pre-war period, and this little difference, as compared with the gargantuan scale of the growth in taxation and expenditure, now accepted with general resignation and fairly general approval, shows how true it is that taxpayers are like eels and get used to being skinned.

There are, of course, still some survivors of the Gladstonian school of finance who hold that all taxation is a necessary evil to be kept as low as possible; that money should, as the Victorian economists contended, be left to "fructify in the pockets of the people"; and that all this expenditure on the social services is demoralising to those whom it is supposed to benefit.

Against this view, however, we can set the much more cheerful and more generally accepted belief that such expenditure, by causing a wider distribution of the national income, gives to those who are at the bottom of the economic ladder a better chance of a fuller and healthier life, and obstructs that tendency towards glaring inequalities of wealth that is one of the worst dangers involved by the efficient protection given by our modern system to capital and property. In fact, there are now many people who tell us that, from the purely business-like point of view of revenue expansion, social expenditure pays the nation that conducts it wisely, and is, from this point of view, a sound form of capital outlay.

This doctrine was expressed in the paper which attracted so much attention when read by Sir John Orr at the recent meeting of the British Association. He contended that "our large expenditure on social services such as housing, unemployment relief, and old age pensions has proved economically sound. The money put in circulation by the Government has irrigated the field of internal trade, stimulated industries, and has already begun to flow back into the Treasury in increased income tax and other receipts. Instead of making the country poorer, it has actually made for increased prosperity."

There can be no doubt that this new feature in our fiscal system, which redistributes the country's income by increasing the purchasing

power of those who have drawn blanks or small prizes from the lucky-bag of wealth, has done much to maintain the level of general consumption and so has had the salutary effects claimed for it by Sir John Orr. It can fairly be regarded as capital outlay which will bring its return in the form of a healthier, more contented, and better educated people. Fortunately, it has been recognised as beneficial by those who pay the bulk of the taxes, and meet the demands now made on them—that would have seemed so exorbitant to those of a former generation—with a cheerfulness that astonishes foreign observers. Otherwise, the effects of this fiscal revolution might have been different. For taxation that is resented, or exacted by a Government which the taxpayers mistrust, is one of the worst wet blankets that can be thrown over industry.



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SMUGGLING TIN ORE IN "WAISTCOATS": THE CHINESE CULPRITS, SEEN FROM THE BACK, WEARING THEIR SINGULAR GARMENTS, WHICH WERE CONCEALED BENEATH LOOSE UPPER GARMENTS, BUT MADE THEIR MOVEMENTS SUSPICIOUSLY "HEAVY."

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combined effect of which is that anyone with an income of over £50,000 pays more than half of it to the Exchequer; and we have not only old age pensions, but widows' and orphans' pensions also, and the total expenditure on social services is £215 millions, considerably more than twice the amount of the total Government expenditure at the time when Dr. Bastable wrote. In those days the whole business of government, including Army, Navy, and Debt charge, cost about £150 millions a year.

It has to be remembered that the pounds in which this comparison is expressed are not quite the same in the two periods. In 1903 we still had the British sovereign, with a higher buying power than the paper money of to-day. Nevertheless, the present cost of living, as officially calculated, is only



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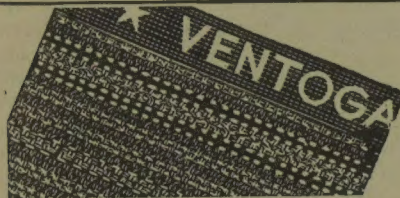
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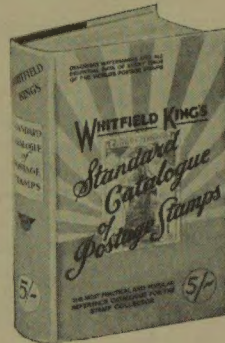
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THE WORLD OF THE KINEMA.—(Cont. from page 910.)

in spectacular productions. The stories often deal with ancient Hindu mythology, though I gather that subjects culled from modern Indian life and social conditions are rapidly gaining in popularity. The public likes plenty of dancing and music, slow action, and good measure for their money. Pictures are timed to last a full two hours, and are put on for long runs—in fact, until receipts drop.

One of the industry's main problems is the dearth of good actors and actresses—especially the latter—which is due not so much to the lack of native talent as to parental prejudice against work that might involve a loss of caste. Even among Anglo-Indians there would seem to be some reluctance to seize their opportunities. To them *Dipali* sends forth an encouraging call: "Come on, Anglo-Indians, help yourselves"—a call such as the screen aspirants in the West would well-nigh give their ears to hear. Handsome salaries are being earned by such stars as are firmly fixed in India's filmic firmament, amongst them the charming Devika Rani, whose name and face I well remember.

Yet, despite the difficulties that confront the Indian producer in the struggle to preserve the national character of his work from Western invasion, and to create pictures of genuine quality for a public that includes the most sophisticated city-dwellers and the "squat and bare-bodied audience amidst the smoke of their tiny hubble-bubbles," the industry is on the march and alive to its wonderful resources. I have found in *Dipali* abundant evidence of the keen interest taken by the Motion Picture Society of India, as well as by the artistic professions, the trade, and the masses, in a worthy exploitation of India's rich fund of pageantry, poetry drama, and pictorial splendour.

Reports on recent Indian successes—"Devdas" and "Manmoyee Girl School" are frequently mentioned—and news of forthcoming productions prompt a keen desire to see some of them. London can muster, I think, a sufficient number of filmgoers whose interest in the cinema would justify the presentation of the best Indian productions of to-day. Meanwhile, India will arrive on our screens in March in the shape of "Elephant Boy," a picture based on Mr. Rudyard Kipling's famous story, "Toomai of the Elephants." Mr. Robert Flaherty, who is directing the film in India for London Film Productions, is making excellent progress. He has set up his base in the city of Mysore. Here, in a palace built for the Maharaja's grandmother, studios and laboratories have arisen. And here a magnificent elephant from the Maharaja's stable waits patiently, and, one imagines, with immense dignity, every day under a great tree for his call to take his part as leading elephant on the set. The elephant was easy to find compared with the difficulty of discovering a native boy to play Toomai. The search went far afield, down the Malabar coast as far as Cochin. Finally, three likely lads had been collected when a fourth was brought in, the orphaned son of a mahout in the Mysore stables—a shy,

pathetic, and probably completely bewildered child. But Mr. Flaherty's preparatory studies of jungle life gave the little Sabu his big chance. The jungle restored his confidence, or, possibly, a last-minute decision to include him in the expedition spurred his pride. At any rate, the director's desire to see whether the strongest elephant from the Kakantote camp could cross a river swollen by the rains to a racing torrent inspired Sabu. He embarked on adventure with the mahout and the elephant. The struggle with the current was no child's play, and caused a moment of panic amongst the onlookers. But as the trio finally returned, dripping, smiling, and triumphant, little Toomai was found, and thus another Indian starlet was born.

Under the coloured illustration of Palermo in our issue of Nov. 2, we regret to find, it was incorrectly stated that Garibaldi landed there for his Sicilian campaign. The actual course of events is briefly summarised in the "Encyclopædia Britannica" as follows: "He reached Marsala on May 11, 1860, landed under the protection of the British vessels 'Intrepid' and 'Argus,' and on the following day his dictatorship was proclaimed at Salemi. On the 15th the Neapolitan troops were routed at Calatafimi; on the 25th Palermo was taken."

H.R.H. Princess Alice, Countess of Athlone, arranged to open the ninth War-Disabled Ex-Servicemen's Exhibition at the Imperial Institute, South Kensington, on Nov. 8, and it will remain open until Nov. 22. This exhibition is organised to bring before the public the work of over four thousand permanently maimed ex-soldiers, sailors, and airmen. The men produce their wares in small factories, hospital wards, and in their homes, in various parts of the country, under the guidance of twenty-six major voluntary societies. The products they make are offered for sale at competitive prices, and are equal in workmanship to goods produced by the able-bodied. They include furniture, tweeds and other cloths, toys, leatherwork, fancy goods, artificial flowers, embroidery, jewellery, basket-work, brass-work, knitted clothes, and travelling equipment. On the St. Dunstan's stand will be found a range of "animal" nursery furniture which has been carved out, assembled, and even coloured by blind men. On the "Sasma" (Disabled Sailors and Soldiers Mutual Association) stand are replicas of the tablecloths and table-napkins made for the Prince of Wales's Surrey home, Fort Belvedere. Other ingenious and up-to-date products are an "automatic valet," and the examples of dual-purpose furniture.

THE WORLD OF MUSIC.

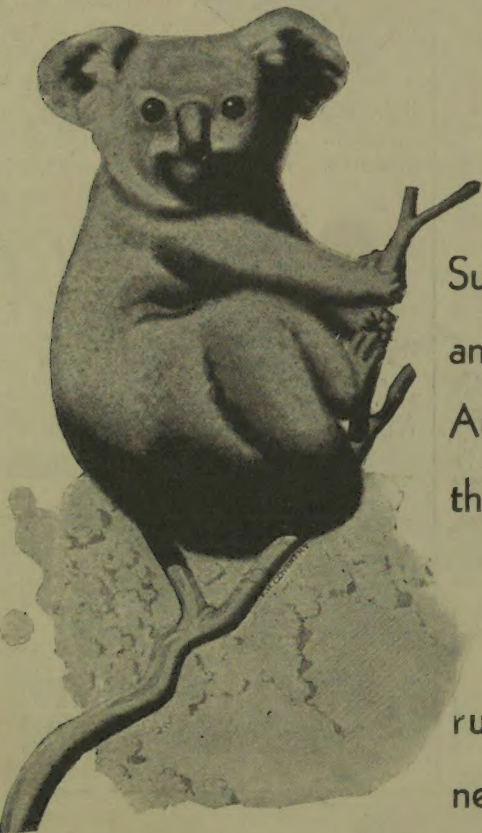
SIBELIUS RECEIVES THE GOLD MEDAL.

AT the recent concert of the Royal Philharmonic Society, the gold medal of the Society was presented to Jan Sibelius, the famous Finnish composer. As Sibelius was unable to be present, it was received on his behalf by the Finnish Minister, Mr. G. A. Gripenberg, who made a charming speech in reply to Sir Thomas Beecham. In the course of this, he referred to the national characteristics of Sibelius's music. It is true that, although Sibelius's music is not deliberately descriptive, it has a very marked character, and those to whom music suggests visual impressions find an extraordinary affinity between the natural landscape of Finland and the music of Sibelius. His music seems distinctly Northern in character. One could never associate it with Italy or the Mediterranean generally. On the contrary, it suggests immense pine forests, dark winter landscapes, vast expanse of lake and snowy plains. Sibelius's Sixth Symphony, which was played on this occasion, is extraordinarily suggestive of a saga recited in the hall of some Viking by a bard accompanying himself with his harp. It was splendidly performed under Sir Thomas Beecham, and was a fitting prelude to the presentation of the Society's gold medal.

A new composition by the famous Austrian composer Schönberg—a violincello concerto with Emmanuel Feuermann as soloist—turned out to be an adaptation of a work by an eighteenth-century composer named Georg Matthias Monn. Schönberg has retained the thematic framework of the original composition, which is strong in melody, and has elaborated it and given it an extremely complex harmony. The result, however, is very successful, and the slow movement is a particularly fine piece of work.

The programme concluded with a brilliant performance of Dvořák's Fourth Symphony in G. This work is not as well known as the New World Symphony, but it deserves an equal popularity. In Dvořák we have a composer who is the antithesis of Schönberg; music seems to flow spontaneously from him, and his invention is inexhaustible. In addition, he is a very great master of rhythm, and some of his rhythmic effects in this symphony are as subtle as they are beautiful.—W. J. TURNER.

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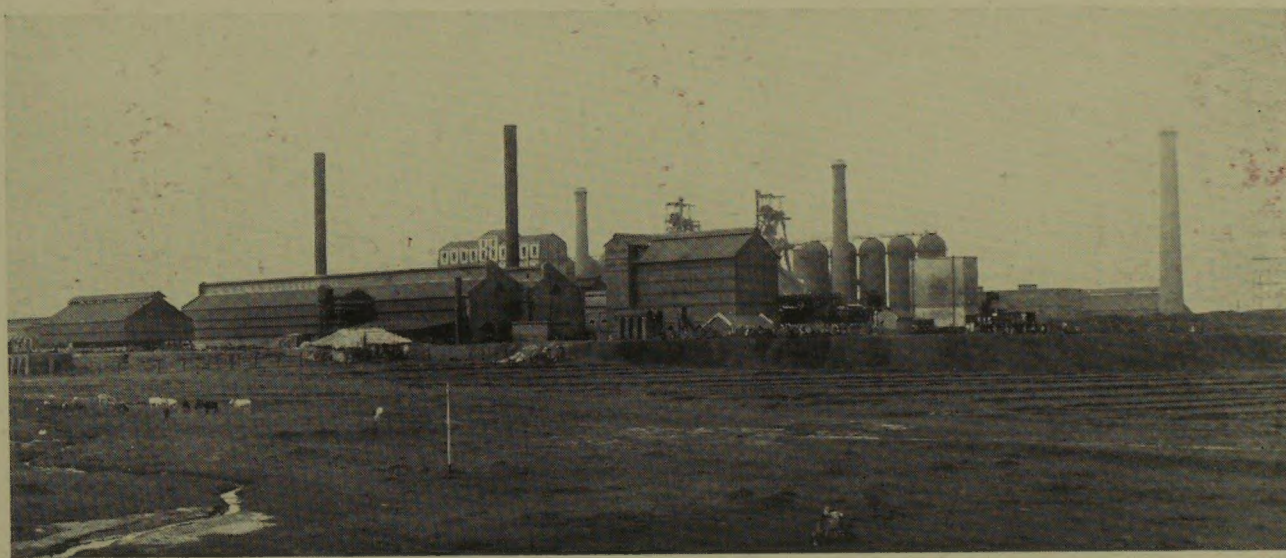
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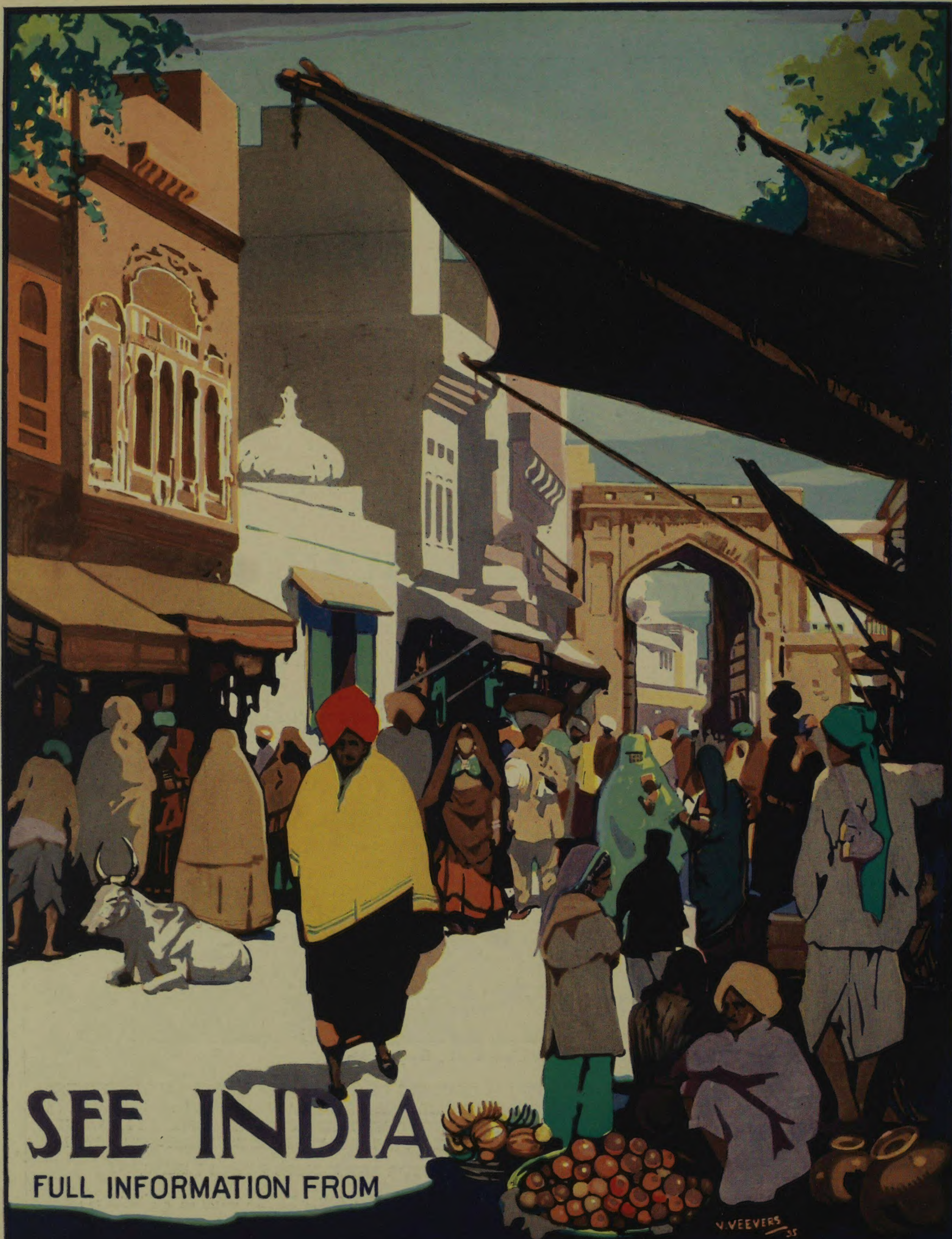
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